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COVER: High roller James Stewart celebrates winning a 100 grand at the US Open with a big old victory whip – Bubba, you da man!
© yamaha-racing.com

CONTENTS: Ashley Fiolek might live in a world of silence but she can sure as hell make a whole heap of noise – braaaaaaaaaaaaaaap!
© Simon Cudby/Red Bull Photofiles





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CHAD REED

COMMENT

Once upon a time I used to work with someone who was an obsessive sniffer. Not in the 'go blow your nose' sense and he didn't keep emerging glassy-eyed from the upstairs bog with an empty tube of Evo-Stik either. But he couldn't open a magazine, take off a shoe or pop the seal on a new jar of Kenco without sticking his schnozzle in and taking a long, hard snort.

'Your olfactory sense is your most primeval sense, it bypasses your thalamus and goes straight to your cortex' was the mantra he used to trot out by way of explanation every time he was caught with his beak somewhere it perhaps shouldn't have been. And although I've got no desire to sniff my way through the women's lifestyle section at WH Smiths he did have a point. Certain smells do conjure up strong memories – and there's nowt more evocative than the heady whiff of pre-mix! Add to that the sweet, sweet sound of a highly-tuned 125 stroker having the neck wrung off it and you're in danger of serious sensory overload.

We were down at Rushmead Race Park – aka Marshfield – late last month when Stephen Sword was reunited with his '02 British championship-winning KTM. I'd also planned to generate some words for a magazine machine update so was mincing about down in the bottom of the valley on the WRF when the unmistakable sound of a 'buzzing hornet' (© Nik Fisk) pierced the air.

For the next 20 minutes it felt a little like time had stood still as Swordy pinned his old race bike around the Marshfield track. It could almost have been 2002 all over again as he screamed up the steep hills and down the perilous descents, instantly right back at home on the bike that carried him to his first major title.

As sad as it may sound I had a bit of a lump in my throat and judging by the way Jeff Perrett was getting excited at the prospect of having twos-up on it I wasn't the only one (although I suspect Jeff's lump was a little lower down – more specifically just below waist height). Kevin Burke – owner of the bike and MD of KTM UK back in the day – plus Swordy's '02 mechanic Bob Bratcher and his old Albion team boss Gary Elston were also a little misty-eyed and who can blame them? Not only was the pairing of Swordy and the KTM a significant milestone in their own personal histories, it also came at a pivotal moment for two-strokes in top-flight motocross. The year Swordy won his first title there were already a few 250 four-poppers, er, popping up and the following season was Swordy's last on a two-stroke before, with back-to-back 125cc titles in the bag, he switched to a thumper.

At the time I was as guilty as anyone for proclaiming that four-strokes were the future. They were already over-powering 250cc two-strokes and their appearance among the 125s meant the writing was finally on the wall. Or did it? There's a passion for pre-mix that's still burning bright as evidenced by the success of the MCF's bespoke series. And I suspect that as long as some factories are brave enough to continue to make them and develop them that will always be the case...

By now I guess most of you will be pig sick of hearing about Weston. Keyboard warriors have fought pitched battles across internet forums with some even RESORTING TO CAPITAL LETTERS to fearlessly hammer home their points. As always there are intelligent posts, unintelligible posts and some posts so knuckle-draggingly stupid I wonder how the people who make them manage to turn their PCs on, let alone type. Anyway, like I said, I guess most are pig sick of the subject so I'll be brief.

Gareth Hockey was 100 per cent correct to cancel Sunday's race with his medical team tied-up dealing with the aftermath of the mass pile-up. He also can't be expected to hand out refunds to either riders or spectators – the riders know when they enter that there's a possibility (however slim) that something like this could happen and attempting to reimburse that many spectators is logistically impossible. After almost a month's deliberation Gareth has decided he will run at Weston next year and good luck to him although only time will tell whether he will want to – or even be allowed to – go with another mass start.

Our best wishes go to all the injured riders for a full and fast recovery. The best news is that Ty Kellett's condition has improved and although he's still got some big battles ahead of him he's a tough kid with a strong, loving family around him and the whole off-road community rooting for him.

Sean



We can look forward to seeing Ben LaMay next season

Shaun Simpson leads Weston before the race is stopped



© Simon Evans

Nev Bradshaw – off to Embo



NEWSHAWND!

A DEADLY DOSE OF DIRT-BIKING NEWS FROM THE DESK OF OUR DEPUTY ED AKA THE DAWGINATOR

Considering we're meant to be well into the off-season right now this month's still been a surprisingly busy blighter for sport with the MXdN, US Open of SX, Scott Trial, ISDE and more all rocking our radars. While all those meets go off as planned it's a double disaster for the British beach racing scene as both the annual Weston and Weymouth beach blasts are unfortunately cancelled before either one really gets going.

There are no problems for Saturday's race schedule at Weston as the Somerset town basks in Indian summer conditions for the three-hour quad and sidecar classic and accompanying youth races. But a miserable start to Sunday sees rain and high winds settle in for the solo blast. Adding to the difficulties is an unexpected high tide which makes the start straight much wetter and narrower than usual.

It's impossible to say if these additional factors have a negative effect or not but the outcome is that the race simply had to be stopped after a high speed start straight crash stretches the services of the medical staff. While most riders involved get up and walk away with nothing more than scratches and bruises a couple or so more are badly hurt. With medics on the beach already treating riders and a rather serious RTA keeping county ambulances busy elsewhere the RHL team have no option but to cancel the event in the interests of rider safety...

One week later in Weymouth the Purbeck AMCA

club's annual charity beach blast also had to be cancelled due to a lack of medical cover. This time however it was nothing more than an oversight on behalf of James Rice – director of Response Medical Services – who claimed "I thought the race was next weekend!" As a good will gesture the rather forgetful Mr Rice has promised to donate £500 to the local Lions club who are the main benefactors of the annual charity clash – let's hope he remembers! The Weymouth event will be held next year on 10/10/10 – that's one week before Weston returns – so stick it in yer diaries folks...

Other dates to fill your filofax with next year are April 17/18, May 29/30 and September 18/19 because that's when world championship motocross returns to the UK. Yay! In the latest series schedule to come out of Youthstream's ever efficient press office the venues for the British GPs will be Langrish for the sidecars in April, Newport for the MX1/MX2 GP in May and Pontrilas for the final round of the MX3/EMX2 series in September. Sweet!

We gave Gareth Hockey a ring to get the full lowdown on the all-new Newport venue but he's keeping schtum until this weekend's Dirt Bike Show at Stoneleigh (November 5-8) where he'll "unveil his five-year plan". Although I'm sure you'll all be there for yourselves to see Gareth's GP blueprint in full, fear ye not if you miss out because we'll have everything online at www.dirtbikerider.com just as



© Burnicle

Motocross lost one of its longest-serving supporters early in October when John Dobb, father of 2001 world 125 champion Jamie and former grand prix wrench Julian, passed away peacefully after a six-month illness. He was 69.

John was an ever-smiling presence on the world and British scene throughout his sons' careers. He was also, without doubt, the Best Dressed Man in the MX paddock. Tall, sun-tanned and handsome, John eschewed garish corporate motocross attire in favour of a cool, co-ordinated, classy country squire look.

I heard the news via a text from Jamie that says it all. 'He was my dad, my role model and the driving force behind me,' wrote Jamie. 'He will be missed but not forgotten.'

Our sincere condolences go out to Jamie, Julian, Sarah and Richard, to their kids and partners and above all to their mum Cynthia.

Jack Burnicle



**Elliot's signed for
DB Racing Honda**

quickly as we can.

More exciting event news to come out of Wales this week is something that should interest motocross riders who've always fancied a go at enduros but have no interest in time cards, handguards, changing mousses or having superhuman levels of fitness. The six-round 2010 ACU British Sprint Enduro championship is the brainchild of DBR enduro correspondent Jonty Edmunds who's looking to give enduro riders a new style of championship to compete in and motocross riders a reason to give off-road racing a go.

'I've simplified things and stripped away all the stuff motocross riders sometimes don't understand about enduros,' says Jonty. 'Basically there'll be just one special test – between eight and 10 minutes long – that riders will be timed around. Depending on how many entries there are and how long the test is will decide how many times a rider will race it in a day – riders can expect to be racing for at least an hour-and-a-half though. Transponders will be used for timing and all the test times will be added together to give the overall results – riders will be kept updated on their results throughout the day.'

While venues are yet to be confirmed the dates are definite so if you fancy competing in this exciting new series keep these weekends free – March 27/28, April 24/25 and May 29/30. Log on to www.enduro-sprint.com for more information and to watch an excellent seven-minute film

documenting the 2009 Sprint Enduro that was held at Rhayader back in August.

Way before that though is another off-road event for riders and race fans to really sink their teef into. WOR's The Tough One returns to Nantmawr Quarry on January 23 and this time it's part of the brand-new World Xtreme Enduro series. The format's all-new too with a qualifier in the morning running to find the 50 riders who'll line up for the main event. With the qualifier, a non-qualifiers' race, a hot lap competition, the Boulder Dash and the T1 itself it promises to be an action-packed day.

Tickets are on sale now priced at £100 per vehicle so whether you drive there alone, cram five mates in your car or are lucky enough to own a people carrier that seats seven the price per vehicle's the same. Tickets are available online at www.worevents.com right now and please be aware that the price will rise by 50 per cent after December 31.

Moving on to transfer news now and we can definitely confirm that Neville Bradshaw and American import Ben LaMay will be wearing Samsung Yamaha colours in 2010. Replacing Nev at DB Racing will be Elliot Banks-Browne while the hole he leaves at LPE Kawasaki will be ably filled by Jordan Rose and Wayne Smith.

GP team CAS Honda meanwhile have lined up Gareth Swanepoel and Evgeny Bobryshev to run in the MX1 class and it's looking likely that Martin

Honda will bring Jimmy Albertson over from the States for an attempt at GP glory – let's hope it goes better for them than when they brought Ryan Mills halfway around the world for a less than stellar crack at the MX2 series!

In other GP news next year's series will start in Bulgaria on April 4 at the awesome Sevlievo circuit and end five months later at Mantova in Italy on September 12 with only one overseas race on the schedule – Brazil. However the following year – 2011 – it's possible that we'll see just as many GPs, spread around more continents but held over a shorter space of time as Youthstream plan to start the motocross world championships after the AMA supercross series finishes in May.

In theory this would allow the leading teams to compete in both series and double their exposure. While this sounds great it's unlikely we'll see the major manufacturers' teams from Europe rocking up at Anaheim – and vice versa the American teams at the GPs – but for the independently-funded teams such as Steve Dixon's UTAG Yamaha squad it could be a goer, especially seeing as though the team's #1 rider Zach Osborne has some good SX experience under his belt already.

One other thing to consider is that a full season of SX and GPs would add up to something like 36 race weekends over the year which surely makes it an impossibility for everyone concerned. Only time will tell on that one...





WIN!WIN!WIN!

ETNIES TWITCH 2 SHOES PLUS SIGNED STUFF UP FOR GRABS >>

Jeremy 'Twitch' Stenberg is one of the biggest names in **FMX** and has been tearing up the **freestyle** scene for over a decade as part of the mighty **Metal Mulisha** with **Red Bull X-Fighters** and **Winter X-Games** wins plus multiple Vans Triple Crown titles to his name.

Of course, the ultimate **FMX** honour is to have a range of **signature footwear** and Jeremy's **Etnies Twitch 2** shoe has been designed especially by the heavily-inked global superstar. And what's more, we've got a pair to give away this month along with a **t-shirt signed** by the great man himself and fellow **Etnies** athlete **Andre Villa** – plus signed **Twitch** and **Villa posters**.

To be in with a chance of winning simply let us know how **Twitch** greeted **DBR** editor Lawless at the final round of the **2009 Red Bull X-Fighters** series at **Battersea**.

- Was it:
- A:** "Howdy handsome!"
 - B:** "Yo, bro!"
 - C:** "Whazzup dawg?"
 - D:** "Hey, Limey p***k!"

Once you've decided on your answer you need to hook up to **www.dirtbikerider.com** where you need to follow the competition link, type in your answer, fill out the fields and hit transmit. The comp closes at noon on **December 10** with the first correct entry chosen totally at random getting all the swag.



etnies



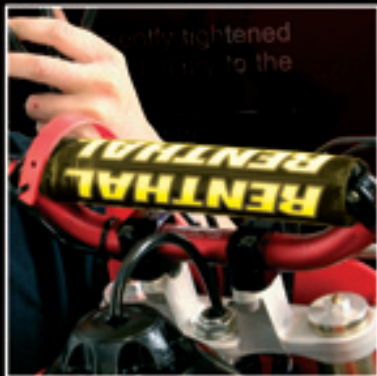
WHERE'S ZACH?

FIND OSBORNE AND WIN A PAIR OF TCX PRO 2 BOOTS

If you spot the UTAG Yamaha Stateside star's hirsute head superimposed on someone else's body somewhere in this month's magazine you could find yourself the proud owner of a pair of top-of-the range **TCX Pro 2** MX boots courtesy of our reet best buds at Nevis Marketing.

Once you've worked out where's Zach you need to text the word **DBRZACH** followed by a space, the page number, another space and then your name and postcode to **81800**. You'll receive a text back confirming your entry to this competition.*

Entries close on **December 10** with the first correct answer chosen at random getting the hoof-holders (don't worry, we'll give the winner a bell to get their size)...



GOLDENPAD

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Renthal, as everyone knows, builds champions – and now one lucky reader can have a piece of this winning heritage.

Have a close look at our pic of this golden Renthal bar pad, then flick through this month's mag and find the full pic we've taken it from. Once you've found it simply text the word **DBRRENT** followed by a space, the page number it appears on, another space and then your name and postcode to **81800**. You'll receive a text back confirming your entry to this competition.*

Entries close on **December 10** with the first correct entry chosen at random getting a pair of Renthal handlebars of their choice...

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THE REVEREND

RN'R!

AFTER HIS TOUGHEST – AND MOST SUCCESSFUL – SEASON SO FAR, JAKE'S KICKING BACK WITH THE KIWIS...

Words by Jake Nicholls Photo by Suttly

Hi everyone, hope you're all well and fresh from a good season's racing. First of all I'd like to thank DBR for giving me the opportunity to be a part of this awesome magazine. Wow! So where do I start – it's been a long and eventful year and my first ever injury-free one as a pro in the fourth year of trying so I can't complain from that point of view.

I worked hard through the winter, made a few slip-ups and had a few mechanical errors early on but learned fast and ironed out the problems and here I am, 17th in the world and second in Britain. I finished off the GPs nicely with my best-ever result in Brazil with a seventh so that was cool. I had a real good time over there with the mechanics and Steve 'the Sand Surfer' Potter. Then we had the final round of the Maxxis which proved to be dramatic...

I came in four points down on Neville Bradshaw. In the first race I was battling with Mattis Karro until he slipped up in a corner and I collided with him as he pulled away so I had to restart, ended up fourth but made up 12 points on Nev as he had some trouble. Second race I was leading and pulled away from the pack then made a schoolboy error and crashed, my front brake was jammed in the process so I came back round to the pits and they cut the hose so I had no front brake – I crashed into a fence coming out of the pits as I couldn't stop.

I started about 30 seconds behind last and rode my absolute balls off all race and passed two people on the last lap for 10th place, pipping Nev for second in the championship by one point. Fair play to Nev, he's been strong all year so good on ya mate. And fair play to Swordy too – he's had a tough year but proved stronger than all of us in the British so hats off to him and I wish him all the best at CCM. So it was a dramatic and emotional end to the year but thanks to all the hard work from the team and between myself and my trainer 'the Sand Surfer' we got what we wanted in the British which was top three. I came up short in the world championship with an aim of a top 15 ranking but I was very close and proved that I was worth that.

I can look back on the year now and realise what a good decision it was signing with the Red Bull KTM UK team – the bike has proved good all year and I enjoy riding it so much. Roger has proved to be an awesome boss and Adam has been a brilliant mechanic and it was awesome working with him. Everyone involved has had a big part to play in the success of the team this year. Fox have been brilliant to me this year and provided me with a mini

Christmas every few weeks so thanks to them and I'm happy to ride in their kit in 2010 on the Red Bull KTM UK team once again.

As I sit here now I'm in my granddad's house in New Zealand – it's the third day of a month-long trip out here with three of my best friends from back home. We flew out the Friday after Weston which was a bit of a disaster for all really. It was a scary start to the race as the tide had only just gone out so there was lots of water about and it was raining hard too. I got away about 25th and couldn't see a thing – it was wild and I didn't realise what went on behind me. I had a good first lap albeit a steady one as it felt so alien to me and I was freezing cold on a bike I'd not ridden before. Riding round in first gear on the KTM 450, I pulled my way through to ninth at the end of the lap but then it was red flagged – I was gutted at the time as I really enjoyed that one lap but I was more than happy to call it a day after what happened. I'm sorry for all the people involved in the crash. I went to Weston with six of my good friends and five of them witnessed the crash right in front of them so I knew by the way they were talking it was bad. So I wish everyone involved a strong and speedy recovery.

Back to my holiday. We flew on the Friday but didn't land here until the Saturday night and got a taxi straight to our first hostel in Auckland. We got there at midnight, got showered and went straight into the club that was in the same building. Stayed up until 4am thinking we'd be able to sleep better but this proved a bad move as we didn't sleep for more than an hour. We were in a room with bunkbeds with five strangers and I was bored – and anyone that knows me knows that me being bored is a bad thing so there was plenty of farting going on and I had a laughing fit too which woke everyone up.

We bought a car that morning – an old bit of s**t Honda Civic but it drives lovely. We then picked up our stuff from the hostel and hit the road to my granddad's house three hours up the road – we've been here since and have done luge, white water rafting and today we did a 15,000ft skydive which was unreal. I wanted to go back up straight away and do it again!

A big thanks to everyone involved in my success this year – you know who you all are – and thanks to everyone for reading my new column. Hope you all give yourself a little bit of time off after a tough season...

Go hard! #45



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© Mike Gurney



POSITIVE NEWS FOR TY WESTON RIDER OUT OF INTENSIVE CARE

There's been some good news recently on the welfare of Ty Kellett who was critically injured at the Weston Beach Race in a horrific start straight crash that saw 17 riders taken to hospital.

Ty was rushed to intensive care at Frenchay Hospital in Bristol where he lay in a coma for nearly two weeks but, as DBR goes to print, he is now showing signs that he is on the road to recovery – albeit a long one – as his dad Nibs explained.

"The last couple of days have been much better. Ty is responding to the text messages we have been reading him from all the people who have been in contact. He's had the operation on his leg, he's now breathing on his own and moving his limbs and he is being moved out of intensive care.

"But there is a really long road ahead of us – he will not be up and about in a few weeks, it looks like he could be in hospital for around eight to nine months and there's so much rehabilitation to be done. He's probably going to have to learn how to walk and talk again and it's not going to be easy but we know he's a fighter and very determined. I can see the frustration in his face when he can hear us but can't respond or do what he's asked.

"The level of support we've received for Ty and the rest of us has been overwhelming for Carol, Todd [Ty's younger brother] and myself, truly remarkable. I wish I could thank everyone personally for their kind words and prayers for us all. We try to read Ty every message that we get and he responds to them well, I'm sure they are helping him fight.

"This could've happened to any of the riders at Weston. It's desperately unfortunate for us but if Ty could ride Weston again tomorrow I know he would want to. The motocross community has been amazing, we can't thank everyone enough. They have kept us positive."

If you wish to send Ty a message then go to www.ssmxc.moonfruit.com and post on Ty's messageboard.

TWIN PEAKS! NEW SERIES FOR STROKER PILOTS

At one time about as endangered as the Madagascan tree otter (Google it), it seems major two-stroke championships are now flourishing in this country. The MCF's super-successful stroker series is set to expand in 2010 with eight rounds running alongside their Red Bull Pro Nationals and now the Cumbria Twinshock club is lining up a six-round thrash.

With venues including Hawkstone Park, Whitby and Pontrilas already confirmed, the adults-only smoker series will have classes for 500, 250 and 125cc pre-mix machines and run alongside the National Vets Championship.

A full list of dates and venues will be announced at the Dirt Bike Show where registration forms will also be available but if you can't make it then give Darren Hudson a bell on 07774 894534 or email him at hud7y@aol.com

CROCKSTAR

A NEW ERA?

WITH NO DEAL INKED FOR 2010 GORDY'S CONTEMPLATING GETTING A 'PROPER' JOB – BUT FIRST THERE'S THE SHEFFIELD ENDUROCRASH TO BE DEALT WITH...

Words by Gordon Crockard Photo by Suttty

I'm sitting here on a Tuesday towards the end of October and I haven't got a bike to ride for 2010. I love racing bikes and I've managed to earn enough through team contracts, sponsors and prize money to have it as my full-time job ever since I left school 15 years ago. Now it looks like that luxury is over and if I want to keep racing bikes it will be as a hobby and not as my profession. That sucks, mainly because I love racing bikes and if I have to enter into a new line of work then there is a strong chance that I will not be able to race as much as I want to. So I don't know what I'm going to do really...

Recent weeks have been very quiet on the bike front for me. I have not competed since the Motocross des Nations which right now seems like years in the past, although I will be racing the opening round of the FIM World Indoor Endurocross at Sheffield this weekend. I'm really looking forward to the challenge. A bit of practice would have been nice to ease my curiosity and give me an idea of what to expect in terms of what skills I'll need to tackle the course on the night. But sure...I'm no beginner at entering into scenarios of this nature.

I actually haven't ridden the bike I'm going to compete on. I 'think' it will be a PAR 250F Honda. I'm 14 stone and that makes the 250F experience a gutless one. But for the endurocross it won't be a problem as there is not so much horsepower required to be fast over the obstacles. Should be a right laugh I reckon.

On the weekends since the MXdN I have used a couple of the Saturdays (no boys, not two members of the girl band) to do a bit of coaching for some fellas who asked me a while ago to help point them in the right direction with riding techniques. I have not had time to dedicate to coaching before as I was always so self-involved in my own racing programme. My view towards coaching has changed too and I am much more interested in doing more of it when the opportunity comes along.

The time of year now makes planning bike action a little more difficult so I'm looking at setting up a winter camp in Spain for a way to allow practice, training, coaching and testing to continue through the winter months. I'm researching the area and will be announcing the facilities once they are in place.

Socially it has been fairly quiet too compared to what used to go on at the end of the MX

season for me. I was invited by my sponsor Fonacab to attend a National League ice hockey match at the Belfast Giants' home arena, the Odyssey. Fonacab sponsor the Giants too so we had the whole corporate hospitality treatment laid on and free bar etc etc. The craic was mighty and to be honest the same bunch of guests would have had the same amount of fun in a Portacabin with a free bar. The Giants match was a background entertainment bonus!

The following weekend I was back in the Odyssey again to be entertained by a show. This time we were down on the arena floor looking up at the Pink performance on stage. She was better than the Giants by miles and had my attention throughout the show. I wouldn't really describe myself as a fan but do think her concerts are good fun and recommend you go if you get the chance.

I had to go and see my doctor to get my flu jab vaccination recently and I am also booked to go for the new swine flu vaccination. I always knew I would have to get the flu jab to protect me from the virus as I have frig all of a spleen to do that for me. And to be honest I did have concerns when the whole swine flu story came out as I figured I would be more in danger of death if I were to catch it than a person with an intact spleen would be. But, thankfully, there is now a vaccination available and I will soon be better protected once I get the jab.

Other physical improvements are in the pipeline as well as I have recognised that an old ankle injury is going to need a spot of attention as it is bothering me during certain exercises and times of the day. An operation is planned to happen and I want to get it fixed without having to miss out on any of the supercross events over the winter. I'll have it done here in Belfast this side of Christmas hopefully.

Weston Beach Race was a big shame. On that start straight in the wet it's difficult to see where you are going due to all the spray. I was sorry to hear that people were hurt and my best wishes go out to Ty Kellett to get well soon. I wasn't at the event but was sad to hear of the bad news as I felt the weekend has been gathering momentum over the years and the status was always improving. I do hope it will continue to run and be supported as it always has been.



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EDITOR

Sean Lawless
sean.lawless@dirtbikerider.co.uk
Tel: 01524 834077
Fax: 01524 425469

DEPUTY DAWGER

Anthony Sutton
anthony.sutton@dirtbikerider.co.uk

ART EDITOR

Andrew Marginson
andrew.marginson@dirtbikerider.co.uk

DESIGNERS

Graham Austin
Gary Houghrain

US EDITOR

Steve Cox
www.coxmx.com

TECHNICAL EDITOR

Angry Geoff Walker Wang
geoffwalkerdb@ao.com

YOUTH EDITOR

Mike Gurney
mikegurney55@yahoo.co.uk

CONTRIBUTORS

Jonty Edmunds, Stevie Mills, Roger Harvey,
Stephen Sword, Gordon Crockard, Billy MacKenzie,
Jack Burnicle, Steve Matthes, JP O'Connell,
Max Anstie, Sarah Gutierrez, Jeff Perrett, Mark Turner,
Simon Evans, Paul Bliss

NEW MEDIA MANAGER

Jude Oakley

COMMERCIAL KINGPIN

HRH Debs Stuchbury
debs.stuchbury@dirtbikerider.co.uk
01524 834007

ADMIN MANAGER

Sarah Hodgkinson

MARKETING MANAGER

Rick Wilkinson
richard.wilkinson@dirtbikerider.co.uk
01524 834013

ADVERTISING

Phil Armitage
phil.armitage@dirtbikerider.co.uk
Toni McGowan
toni.mcgowan@dirtbikerider.co.uk
01524 834012

MERCHANDISING AND SUBSCRIPTIONS

Anne Pardula
www.dirtbikerider.co.uk
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SWORDY

DOWN TIME!

AFTER A FULL-ON SEASON SWORDY'S KICKING BACK – STARTING WITH A FAMILY HOLIDAY IN DUBAI BEFORE LETTING IT ALL HANG OUT AT TC'S WEDDING...

Words by **Stephen Sword** Photo by **Sutty**

The Weston Beach Race was going to be my last race for 2009 and also my last for Red Bull KTM UK. It's been 10 years since I last raced there – bloody hell that makes me sound old – and I have yet to finish the event so I was pumped up for a good one.

I travelled down on the Sunday morning as it's only an hour down the road for me – it pretty much rained all the way down there and didn't stop for the start of the race. It was flat-out down onto the beach and I almost got taken out by someone before we even got to the start. The start was scary with all the spray from the surface water and you all know that it ended up being cancelled after a massive crash along the start. My thoughts go out to all who were involved and especially to Ty.

Later on that night Ayrton, Jodie and I were flying out on holiday. I got back from Weston, did some last-minute packing and by then my taxi was knocking on the door. Brian 'Spud' Wheeler kindly offered to run us up to Heathrow which worked out well but I'm sure it will cost me a few quid somewhere. Cheers BA! It was our first holiday all together and Ayrton's first long-haul flight so we had everything apart from the kitchen sink packed and on stand-by. As it was a night flight Ayrton slept most of the way so we had no stress there and when he was not sleeping he was eating – he's no longer that skinny baby.

When we landed the heat was amazing! The hotel we stayed in was ideal – we heard that it was family friendly and it certainly was. When we sunbathed he would sit in the shade and play with his toys. I am sure people thought we drugged him as he didn't cry once the whole time we were away. It is mad how content he is – he definitely takes after me. People kept coming over to us to say how good he was as we sat in the sun with our Coronas, looking every bit the responsible parents! He loves the swimming pool so spent loads of time splashing us and finding it funny. It was the best holiday I have had – except when I was reminded that I still hadn't bought Jodie an eternity ring!

So off we went to look for a ring – in my

head I set a maximum amount that I would spend but she had a very different amount altogether. Oh! My! God! How much! And no, not just a ring from the window – it has to be made so only she will have it. Seriously, how many people will she bump into with the same ring from bloody Dubai? I am dreading the wedding ring she'll want...

We arrived back just in time for Tom Church's wedding. It was an amazing day and Claire looked lovely. So a massive congratulations to them. We couldn't drink as Jodie's mum was looking after Ayrton for the day and he was jet-lagged so it was not going to be an easy day for her. The wedding was in Bath Abbey so it was very impressive and I am sure they are happy as everything seemed to go perfect. They then had an evening do on the Saturday so once again we were without the baby – but this time we could drink. After a few I got on the dance floor to strut my stuff and really believed that I would be able to do the splits. Well I can't and neither could my trousers – there was a ripping noise and next thing my ass was hanging out.

My best mate Neil Carol was on hand to lend me the trousers he wore as an usher. Tom told me how these were of better quality as they were hired so I thought it was a great idea to do the splits again to see and, yep, they split! By the time everyone had a tug on them my boxers were torn as well so I was really displaying what being a man was all about! They'd hired a photo booth for everyone to have pictures done – Jodie and I thought it would be funny to go in and raise a few eyebrows thinking only we got the copies but up they popped onto a big screen. Just our luck. Thanks for inviting us – we had such a great time, what we can remember!

I went to play golf yesterday and it was a nice to hit some balls – I'm hoping to get a few more games in before it gets hectic with MX. I'm now just going to enjoy the rest of my break before training begins again. It's my best mate's birthday on Friday so I'm sure there will be some more funny stuff to tell you all next month. Take it easy...

Braaaaaap #7

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GORDON CROCKARD

WITH THE AMOUNT OF TIME HE'S SPENT ON THE OPERATING TABLE, GORDY IS MORE THAN USED TO A THOROUGH PROBING SO THIS MONTH'S PROCEDURE SHOULD BE NO SWEAT FOR THE PRIDE OF ULSTER...

Interview by JP O'Connell Photo by Sully

Q: Would dying my hair ginger make me faster?

Jim Wright, Bristol

A: "It would if you genuinely believed you were ginger and felt unaccepted by society for being 'uncool' due to gingeriness. Self-esteem being low drives the ambitious to be better in other ways they are in control of. Being ginger means you get bullied and that makes you tough which is a gift that helps in MX. Just think like a ginger and avoid having to look like one!"

Q: Hi Gordy, what are your plans for next year?

Alistair Rolles, Bucks

A: "Right now I have no offers to race for anybody in any of the British events. So until I get an offer to enable me to race I would in effect not be racing."

Q: Who's had more injuries, you or the Bionic Man?

Steve Austin, USA

A: "I have broken 31 bones – two toes, two legs, six ribs, two fingers, one wrist, one arm, one elbow, four vertebrae, 11 collarbones and one nose. I dislocated my AC joint in my shoulder. I tore my ACL in my knee and had reconstruction. The clutch lever pierced through my cheek in a crash and I had 21 stitches inside and out to repair the hole. A roost rock knocked my front tooth out. Concussions? Jeez! I burst my spleen and had it removed. Haematoma on my back twice. So, not much has happened to me and I'd say the Bionic Man gets it."

Q: I'd imagine this season has been one of your least favourites – are you all fired up and motivated for 2010?

Frank Lam, Christchurch

A: "Yes I am when I speak from my heart and emotions. No I'm not if I speak from my business head and logic."

Q: Once you decide to call time on racing motocross would you fancy going back to the US and giving the GNCC another shot?

David Belbin, Co Durham

A: "My experience with the team I rode for in the GNCC was the worst team experience I have ever seen or even heard of. Scott Summers and his partner were without doubt the two most unpleasant characters I have ever had to engage working for. That sadly has destroyed any desire to follow the GNCC series. Plus, as a result of the team environment/bikes/politics etc, my time on the circuit suffered and my true potential never got the chance to shine to any other teams who I would need to offer me a placement to return to the States to ride GNCC. No, I don't fancy any more GNCC."

Q: Having been racing most of your life, would you like to start your own team in the future?

Gary Smith, IoW

A: "Yeah, I'd love to do that. I feel I have a tremendous amount to offer if I were to run a team. Passion, managing, training, financial guidance, legal advice, bike testing, rider coaching, media appeal, race strategy, profile, reputation, injury experience and most importantly I know how to make it fun and memorable."

Q: After all these years travelling, what is your best road trip story?

Christian Baker, Chippenham

A: "To protect all those involved – including myself – I will have to refrain from the details of such stories. Plus, I could never place which story would be the best. To give a few snippets..."

"I once landed a plane with no wheels down.

"We once had stowaways illegally ride in the caravan we were towing and only discovered them when the tow hitch snapped off when it hit the ramp coming off the ferry from Greece.

"I used to share hire cars with Paul Cooper as I was too young to rent one. At Namur GP in the second moto I put a very, very hard pass on Coops while he was lying second and wiped him out, putting him on the ground. I finished second in the GP and Coops finished well down after I had taken him out. The hire car journey back to the airport was just Coops and I. The conversation was a tad dry!

"I once had to sleep the night at Heathrow after drinking the full bottle of podium champagne I won at the Swiss GP and the airline hostess wouldn't let me on my connecting flight back to Belfast.

"I raced my mate around the Weston Beach Race – in the middle of the night – after we came out of the nightclub. He crashed and broke his arm.

"At Farleigh Castle I won the British championship and after we all came out of the pub up the road we were getting a lift back to the paddock in the back of a Transit with a CR125 strapped in it. Somebody merry started the bike and did a flat-out burn-out in the back of the van while we were driving down the road.

"I think you get the idea of why these road trip stories are better kept on the road."

Q: With GP wins and multiple British championships in the bag, would you feel satisfied with your career if you were to retire tomorrow?

Graham Bennett, Dublin

A: "Yes, I have surpassed all of my childhood dreams and ambitions. I am still chasing for more though and I guess I would have to blame my self-belief system for that drive."

Q: Which has been your favourite season and what makes it stand out for you?

Jeff Cox, Taunton

A: "2000. Without question. The craic and banter that we had as a team unit was outstanding. The bike was and still is the best bike I ever had. Same goes for the mechanic Nick Moores who was working for me. Our results showed it. First ever British championship and first ever GP wins."

Q: When you were lying in the hospital bed having nearly died after Hawkstone, did you immediately know that you wanted to race again or did that take some time?

Simon Nash, Reigate

A: "It took me about four days before I knew what I wanted to do. At first I wasn't sure if I would ever be physically able to as I had a broken back and only a portion of feeling in my legs."

Q: You have raced all of the top guys – who do you have the most respect for and is there anyone that you really didn't like?

Nick Walker, Southport

A: "Chad Reed. He was a very fast learner and had immense drive to get to the top. Which he has successfully achieved. There were several guys I hated to see beat me but nobody as a person made me dislike them. I never wanted to race with Chris Peacock though. Thankfully I never had to."

Q: For an up-and-coming young motocrosser would you suggest there is more money to be made on the national scene rather than chasing the GP dream?

Mark Riley, Colchester

A: "If you win on the national scene you will make some money. If you win on the GP scene you will make more money. Riding around outside the top 10 in MX1 GP will not make you one penny. I would suggest aiming to win the British title before chasing financial reward at GP level. In principle, the system is incorrect at GPs if you are bothered by how much you are willing to let somebody take advantage of you."

Q: Whataboutye?

Sean Lawless, Lancaster

A: "I'm good thanks. Whataboutye?"

NEXT MONTH

RYAN HUGHES >>>

Next month we have motocross legend Ryan 'Ryno' Hughes waiting to step up to the plate and field your questions so get tapping to the usual address at dbbrprobe@googlemail.com



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BRITISH LIONS!

SEEING AS IT'S MOTOCROSS DES NATIONS TIME OF YEAR, WHO BETTER TO SUBJECT TO OUR MANO O MANO O MANO MONTHLY COJONES-CUPPING CONTEST THAN 'KAPTAIN' KURT NICOLL, PAUL 'MALER' MALIN AND ROBBIE 'FISH' HERRING – TEAM GB'S VICTORIOUS MENAGE A TROIS THE LAST TIME WE LIFTED THE PETER CHAMBERLAIN TROPHY BACK IN 1994...

Interview by JP O'Connell



mano o mano o mano

DBR: Who would you like to play you in a film of your life?

KN: "Vin Diesel!"

PM: "I would, George Clooney would be too expensive!"

RH: "BA Baracus!"

DBR: When did you last clean an air filter?

KN: "Last week. There's a lot of dust in Southern California!"

PM: "Does the Dyson count? If not then before the MXdN this year."

RH: "Cleaned one today coz I'm racing a club meeting tomorrow."

DBR: Could you check your own valve clearances?

KN: "Yes, although I would prefer to have Leighton Rice do it."

PM: "Do they have valves on two-strokes?"

RH: "Probably not, they don't call me spanner for nothing you know!"

DBR: Have you ever eaten anything you've killed?

KN: "A few fish but I didn't enjoy eating them."

PM: "Not yet."

RH: "No, never have and never will."

DBR: How many bones have you broken?

KN: "Way too many – 14 surgeries so far..."

PM: "Too many to mention!"

RH: "Hmmm, 14 plus a few ligaments here and there."

DBR: Two-stroke or four-stroke?

KN: "Two-stroke!"

PM: "Two!"

RH: "My wife says two-stroke – not sure what she means – but I'd say four-stroke."

DBR: Something you used to eat that you know you shouldn't have – ice cream, McDonalds, Mars Bars etc?

KN: "All three and I still eat them!"

PM: "Cheese and onion crisp and mayo sandwich."

RH: "All of them but not at the same time. We used to have Big Mac speed eating competitions after some of the GPs with the second Mac being timed. The record stands at 26 seconds with no teeth!"

DBR: Do you own a pair of slippers?

KN: "No, I'm not as old as Dave Thorpe!"

PM: "No."

RH: "Not any more but I used to have some Teenage Mutant Ninja Turtle ones – I'm sure it was Donatello!"

DBR: You're in second and on the leader's rear wheel – do you take him out in the last corner for the win?

KN: "Sometimes I wish that I could but I never do."

PM: "Yes but I would try and make it look like a 'racing incident'."

RH: "I wouldn't take someone out if it was risking me crashing too. Stuffing him or a clean block pass yes but no blatant take-out manoeuvres."

DBR: What was the highlight of your career?

KN: "Winning the MX des Nations in 1994!"

PM: "Probably the 1994 MX des Nations."

RH: "MX des Nations win in '94. Paul, Kurt and myself were world champions that year."

DBR: What car do you drive?

KN: "Ford 150 pick-up truck."

PM: "VW"

RH: "ISUZU pick-up."

DBR: And if money were no object?

KN: "Not a big car guy..."

PM: "VW"

RH: "Audi R8."

DBR: Did you ever blame a poor result on a non-existent 'mechanical issue'?

KN: "Never totally but occasionally exaggerated an issue or two! You know, clutch breaks on the last lap and you say that you felt it going and slowed up on the second lap!"

PM: "No!"

RH: "No, if the bike played up then I would say so and if I rode crap then I was honest about that too."

DBR: If you could change anything about yourself what would it be?

KN: "Worry less, sleep more."

PM: "My shoes!"

RH: "To be more assertive in life."

DBR: What's the most embarrassing thing you've done while drunk.

KN: "Crashed twice off my supermoto race bike at 2am the day before an AMA National race!"

PM: "Drink more!"

RH: "I hardly ever get drunk but I suppose puking all over my neighbours' pathway after a binge on red wine and Bombay mix."

DBR: If you could meet any person, alive or dead, who would it be?

KN: "The Queen."

PM: "Ayrton Senna."

RH: "David Bailey."

DBR: If you were shipwrecked on an island what three things would you want with you?

KN: "An automatic refilling beer glass, a KTM 450 that runs on sea water and a signed promise that no-one would ever find me!"

PM: "Wireless internet, credit card and a lap top and I'd build a heli-pad and book my flight outta there."

RH: "My wife (I'd take the kids but they would be bored s***less!), a solar-powered iPod and a home brew kit."

DBR: What's your favourite film?

KN: "All the Jason Bourne movies."

PM: "Any stupid comedy movie."

RH: "Any Which Way but Loose or Me, Myself and Irene."

DBR: What's your most annoying habit?

KN: "I never sit still for more than 10 minutes and I know it makes everyone else nervous too!"

PM: "Being organised – other not-so-organised folk

don't get it!"

RH: "My wife would say my snoring but I wouldn't know about that."

DBR: If you had to give up the internet, your mobile phone or eating meat for the rest of your life, which would it be?

KN: "Eating red meat. I could easily live on chicken!"

PM: "I'd give up all three."

RH: "The internet."

DBR: Do you have any fears or phobias?

KN: "No not really."

PM: "Not really, or not that I'm aware of."

RH: "I don't like needles."

DBR: What's your most prized possession?

KN: "My AMA supermoto championship plates."

PM: "My dog."

RH: "Non-materialistically my family, materialistically my FIM gold medal."

DBR: Have you ever been in a fight and if so did you win?

KN: "I have been in a few bar fights but my friends always win the fights for me!"

PM: "No."

RH: "Yes and yes."

DBR: Is winning a race better than sex?

KN: "Luckily, or unluckily, I have sex more than I win races nowadays so I guess winning a race does feel better!"

PM: "Depends on the race and who the sex was with."

RH: "Certainly not...but a race lasts longer!"

DBR: How do you have your steak?

KN: "Medium."

PM: "Medium rare."

RH: "Well done with peppercorn sauce."

DBR: Blonde or brunette?

KN: "Redhead!"

PM: "Brunette."

RH: "Brunette, always."

DBR: If the three of you raced each other on equal machinery this afternoon who would win?

KN: "I don't really know what the others are doing riding wise nowadays? I still weigh the same as I did in 1994 and run every day plus ride twice a week. I'm pretty sure that if the race went more than 20 minutes I'd pull through!"

PM: "Kurtis..."

RH: "If I could stay on then me!"

DBR: Something about yourself that nobody else knows?

KN: "I'm planning on riding the Vet world MX championships when I am 65 years old!"

PM: "If I told you then everybody would know now, wouldn't they?"

RH: "Unfortunately there is nothing, what you see is what you get."

NO FEAR

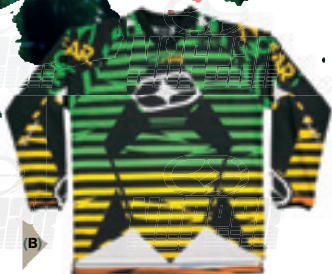
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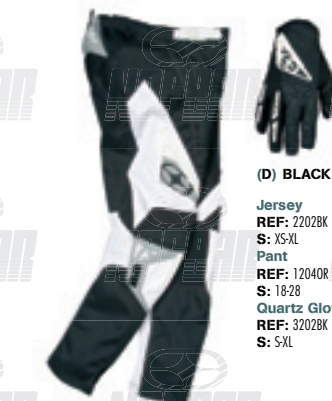
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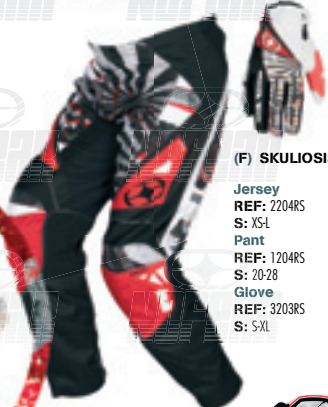
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TEAM IRELAND COME OUT FIGHTING AT THE MOTOCROSS DES NATIONS AND IT'S ALMOST ALL TOO MUCH FOR OUR MAN IN THE EMERALD ISLE TO BEAR...

Words by **Stevie Mills** Photo by **Sarah Gutierrez**

Happy Christmas readers – that's right, it's that time again! Okay, okay – even though this is the December issue I know it's not actually Christmas for another month or so. But judging by the window displays in High Street stores – where Halloween horrors have been replaced on November 1 by smiling Santas – you could be forgiven for thinking the season to be jolly is upon us.

A pre-Christmas party practice session – otherwise known as the MRA championship prize-giving – will take place at Belfast's Wellington Park Hotel on November 7. But be advised, as it is a top-notch affair tickets are required and are available from the First Lady of Motocross, Sylvia Lockhart.

With the recession taking its toll, many manufacturers and retail chains are cutting back on price tags in order to keep their till bells ringing and the fight for your hard-earned money means extra value for you, the customer. Or does it? Not in the MX world where Yamaha have taken the lead in the new age of seven grand machinery! Being not the sharpest tool in the box I am struggling to get my head around the obvious. Why such a major price increase when the majority of customers are having a hard enough time keeping their heads above water (and hiding the cost of going racing from an ever inquisitive wife)?

It's long gone as news but worthy of its place in Blarney – after all is said and done Team Ireland's effort at the Motocross des Nations in Italy did us proud with 16th place out of the 36 teams that entered from around the world. Can't be bad for an island that has barely 40 Grade A riders – especially when you consider the fact that before Gordy, Martin and Graeme got to line up alongside the world's best riders they had

gone out and won the last chance qualification race! So congratulations to all our riders who rode their hearts out and for me that's what counts. If points were awarded for effort we would have won the A final as well.

Two weeks after the des Nations young Irwin packed his bags for Belgium as part of Ireland's Under 21 team for the Coupe de l'Avenir. He was joined in the squad by Jason Garrett and Michael Mahon who filled in for the injured Edward Allingham. Team Manager Trevor Callaghan was confident that with a sprinkling of luck we had packed enough talent into the KTM UK truck to make a dent in the European armour. After a testing day of qualifying on the Saturday, Ireland had earned the eighth pick on the startgate from Irwin fifth, Garrett 23rd and Mahon 25th.

Ross Brown made the trip in support of the youngsters, walked the track and generally helped out during the weekend. Browner is earning a name for himself as one of Ireland's top trainers, running sell-out training schools on some of the best tracks available in the south.

Irwin earned his keep in race one with a sterling performance that opened the eyes of the top European racers. Graeme ran at the same pace as the eventual winner and claimed a fantastic fourth place which he backed up with eighth and 17th positions. Jason enjoyed the experience but suffered a little from his starts although he battled through and posted 18/20/15 results in what was a deep international field of extremely fast riders. Michael earned his first international cap on this trip, carding 22/23/23 results and helping to place Team Ireland sixth overall.

The final team outing for 2009 was the BYMX team event which was hosted by the Cheshire North West club who made a fantastic job

preparing a circuit for 13 teams to do battle on for this coveted title. Unlike years gone by when respective centres from the MRA/MCUI each sent their own team for this annual inter-centre event, this year it was the MCUI – backed by several Southern Centre clubs and the North Armagh club – who gathered together the funds to make the trip possible to send a joint team.

It is the generosity of a great many personal and business sponsors that makes efforts like this possible and a big thank you must go to the following – Gerry Davin, Stuart Edmonds, CCM Motorcycles, TCM Motorcycles, VMX Motocross, Century 21 and Jim Jones Plant Hire.

Politics and finance aside, Team Ireland's youth squad were in fighting spirit and battled to take the overall win against all the major centres in the UK – and our 'B' team managed a credible ninth overall in their class as well. It was a great reward for a massive undertaking that saw 40 riders from every corner of the country plus mums, dads, grandparents, fellow rugrats and canine friends all making the sea crossing followed by the drive to Cheshire.

Congratulations to Natalie Kane and Roger Magee's HM Plant Red Bull KTM team on signing a deal for the 2010 season. This is a great move for both rider and team that will give Natalie the machinery and support needed to further her ambitions at GP level. Nat will be teaming up with Jake Nicholls and our very own Graeme Irwin who is looking forward to a full season of GP racing.

Musical saddles are currently in full swing on the domestic front with many surprises in store – but you'll have to wait until next month when it really will nearly be Christmas for more details.

See you at the Dirt Bike Show...

Stevie
dirtbikerider 27

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16 SPECIAL!

HIS DAYS AT THE TOP OF THE WEC MIGHT BE BEHIND HIM BUT FAST EDDY STILL KNOWS HOW TO STRIKE GOLD AT THE ISDE...

Words and photo by Jonty Edmunds

It's hard to believe 13 years have passed since Paul Edmondson won his last World Enduro Championship title. A factory Gas Gas rider at the time, that fourth title marked the end of Edmondson's golden decade of WEC competition and secured him a place in the record books.

Think about it for a moment. Not the four-time champion bit – that's the part most are aware of (and let's not forget his European title in '89 the year before the WEC was created) – but the fact that it's 13 years since he was absolutely on top of his game and that's one hell of a long time. As long, if not longer, than the average professional motorcycle career! And Eddy is still racing.

While Paul is anything but slow these days – most enduro riders in Britain would give their right arm to be as fast as he still is – it's hardly surprising that Paul's not as fast as he once was. The old boy's getting on a bit now and while a free bus pass is still a few years away in off-road motorcycle racing terms, with all due respect, he's a relative old-timer.

I'm sure Paul won't mind me saying this but he no longer puts in the hours 'away from races' he once did. A rider that always did his training on a bike and not in the gym, Edmondson's days of riding three days or more during the week and then racing at weekends are over. In fact they ended several years ago. But he's still competitive.

Nationally he's officially the second fastest enduro rider we have behind David Knight. Each year Eddy expects the 'young guns' of the BEC scene to finally get the better of him which they do occasionally from event to event. But so far they've only occasionally got the better of him in the championship. When fitness becomes the key factor in securing a top result Paul suffers but when it's technique and experience that matter he still can't be beaten.

And that was clear at this year's ISDE in Portugal. With most special tests marked out over deep, white, Le Touquet-style sand the difference between those that could – and those that only kind of could – was painfully obvious. With the Scandinavian riders plus the odd US and Australian competitor the only ones that made racing around the choppy, whooped-out sand tests look anything like easy, Paul – admittedly a little more steadily than he once would have gone – was right there with them. Ducking and weaving and showing that he still knows what needs to be done to master the most challenging surface known to man.

And it's the same when conditions get wet, slippery and muddy. At this year's Knighton BEC event Eddy absolutely took the piss out of everyone on day one and was only beaten by Knighton on day two. Drifting, skidding and occasionally waving his way around the tricky grass special test, Paul proved master of the terrain and conditions. And he's now 40.

Anyway, back to the ISDE. Of course Paul wanted to do as well as he could in terms of a class result as well as doing his bit for the British team but what he wanted to do more than anything was set a new record. That of the most gold medal finishes earned by any one rider. Now, I know from experience that the ISDE is a fickle event. You can enjoy six relatively untroubled days or you can endure a catalogue



Fast Eddy – still fast at 40

of difficult days. No matter how well you prepare yourself anything can and – as the saying goes – does happen at the six days. Stuff that you'd never imagine happening. Stuff that most riders don't experience in a lifetime of riding. That's just the way the event is. It's what in part makes it unique.

Getting to the end of the event without mechanical or physical problems is arguably easier today than it's ever been due to the increased reliability of modern day bikes. But what a rider is expected to do is also a little harder. As bikes have evolved the special tests and certain parts of the ISDE course have also become more challenging. There's no reason why a decent rider on a new bike should struggle but the six days wears you down. And that's when things are going well.

To have finished 17 ISDE events – Paul's first attempt ended with a silver medal finish and he's also once been disqualified, on the sixth and final day while headed for a gold medal, for unknowingly fitting a non-FIM marked front tyre – is more than a little mind-boggling. Three six days was more than enough for me. And 16 gold medal six days? Well, aside from being a little nutty Paul deserves a monumental pat on the back.

The thing that's most impressive about Paul's ISDE gold medal record is that he's now 40. The six days is a young man's event. It's challenging for even the fittest, most able riders. To still be competing in the event long, long after he was at his very best makes Paul's achievement even more impressive.

Hats off to you kid...



DIRTBIKERIDER AWARDS 2009

VOTE NOW FOR YOUR OFF-ROAD HEROES OF THE YEAR...

The 2009 off-road race season has been epic and now we'd like you to let us know who you think have been the stand-out stars of the year in these here DBR Awards. Is Brad Anderson the British Off-Road Personality of the Year or does Billy Mac get your vote? Is Knighter still the Best British Off-Road Rider or has Fast Eddy's 16th ISDE gold medal clinched it for him? And has Chad Reed's outdoor outstandingness cancelled out James Stewart's indoor awesomeness and nabbed

him Best International Motocross Rider?

When you've decided simply tick the box next to the nominee of your choice in all of the following categories or if you're feeling a little fruity and don't like our nominees you can choose an athlete of your own – ooh get you! When you've ticked a box in every category you need to fill in your personal information then cut out the page – or photocopy it if you're clever – and pop it in the post to us at **DBR Awards, 12 Victoria Street, Morecambe LA4 4AG.**

Or if you don't trust the postal service in these troublesome times then log on to **www.dirtbikerider.com** and cast your vote online by clicking and ticking the appropriate boxes – woot woot!

The poll closes at noon on **December 24** and then we're gonna get busy like Santa and add the suckers up! When that's done and dusted we'll maybe have some kind of fangled awards ceremony with a red carpet, paparazzi and stuff in the New Year. How exciting!

BRITISH OFF-ROAD PERSONALITY OF THE YEAR

David Knight ☐
Jake Nicholls ☐
Billy MacKenzie ☐
Brad Anderson ☐
Dougie Lampkin ☐
Shaun Simpson ☐
Other..... ☐

BEST INTERNATIONAL MOTOCROSS RACER

James Stewart ☐
Chad Reed ☐
Ryan Dungey ☐
Antonio Cairoli ☐
Marvin Musquin ☐
Clement Desalle ☐
Other..... ☐

BEST BRITISH AMATEUR MOTOCROSS RACER

Ben Saunders ☐
Charlie Hollis ☐
David Campbell ☐
Lee Dunham ☐
Phil Mercer ☐
Matt Porter ☐
Other..... ☐

BEST INTERNATIONAL OFF-ROAD RACER

Johnny Aubert ☐
Mika Ahola ☐
Paul Whibley ☐
Mike Brown ☐
Taddy Blazusiak ☐
Ricky Dietrich ☐
Other..... ☐

BEST BRITISH MOTOCROSS RACER

Jake Nicholls ☐
Billy MacKenzie ☐
Brad Anderson ☐
Shaun Simpson ☐
Stephen Sword ☐
Tommy Searle ☐
Other..... ☐

BEST FEMALE MOTOCROSS RACER

Natalie Kane ☐
Ashley Fiolek ☐
Livia Lancelot ☐
Steffi Laier ☐
Tarah Geiger ☐
Larissa Papenmeier ☐
Other..... ☐

BEST BRITISH YOUTH MOTOCROSS RACER

Conrad Mewse ☐
Ben Watson ☐
Ryan Houghton ☐
Nathan Watson ☐
Luke Hawkins ☐
Josh Waterman ☐
Other..... ☐

BEST BRITISH OFF-ROAD RACER

David Knight ☐
Paul Bolton ☐
Paul Edmondson ☐
Graham Jarvis ☐
Tom Sagar ☐
Si Wakely ☐
Other..... ☐

BEST FMX RIDER

Mat Rebeaud ☐
Nate Adams ☐
Jeremy Stenberg ☐
Robbie Maddison ☐
Jeremy Lusk ☐
Levi Sherwood ☐
Other..... ☐

CRASHER OF THE YEAR

Billy MacKenzie ☐
Gordon Crockard ☐
James Noble ☐
Ryan Villopoto ☐
Mike Alessi ☐
Dougie Lampkin ☐
Other..... ☐

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VURBMOTO EPIC DVD

The highly anticipated Vurbmoto movie Epic is freshly baked and ready to buy from the Vurbmoto online store right now. Featuring some of America's hottest riders and our very own Max Anstie this DVD is just the thing to get your moto mojo rising during these dark winter months.

Price: \$30

Supplier: vurbmoto.com/epic



FREESTYLEXTREME T-SHIRT SUBSCRIPTION

With Santa already sat on the starting line and revving right up for his annual race around the world, Bristol legends freestylextreme.com have teamed up with some brilliant brands including Fox, Alpinestars and No Fear to offer customers an amazing and exclusive subscription deal that's just the ticket for Christmas gift buyers. Basically you sign up for 12 months and receive 12 limited edition – or even exclusive – t-shirts (that's one every month in 2010) and you only pay for eight. They'll even throw in free delivery! And all orders made before December 15 will receive a glossy printed certificate to be handed over on Christmas Day...

Price: £160

Supplier: freestylextreme.com

Contact: 0117 967 2240

FOX RACING V3 RC REPLICA CARBON HELMET

Holey schmooley! Is this RC replica V3 helmet from Fox not the sweetest thing that you ain't never not set your eyes on nor you ain't not nor nothing? Light as a feather and trick as owt, if you wanna show your allegiance to both Fox Racing and the Monster Energy brands then this might just be a must-have product for you!

Price: £280

Supplier: foxracing.com

Contact: 0191 487 6100

EVS SPORTS REVO4 ARMOUR

Back in the day an average action scene in an adult movie would start with the actress seductively saying "I'm just going to slip into something a little more comfortable" before disappearing for a while then coming back into the room fully sussed and trussed in an eye-popping outfit with all the bells and whistles! I never got much further than that point if I'm honest but as someone who has raced motocross for the past 21 years I now fully understand that wearing the right kit for the job is essential and comfort is key when it comes to putting in a strong performance.

That's why I reckon that lightweight roost protectors like this Revo4 are the ideal thing for racers who don't like restrictive and bulky body armour but still want something that'll take the sting out of roost and rocks and offer up a little spinal protection too. The Revo4 is fully adjustable so suits most body shapes and is suitable for use either above or below your race jersey. Sweet!

Price: Adult £59.99 Youth £39.99

Supplier: Off Road Action

Contact: 08707 779201



ENDURO ILLUSTRATED

ENDURO PHOTO ANNUAL

DBR's enduro guru Jonty Edmunds has been a busy little beaver this summer as he's not only kept this here magazine choc full of great enduro features and race reports but he's been working hard to produce this photo annual too.

Price: £6

Supplier: enduro-illustrated.com

Contact: Your local newsagent...

FOX RACING

ANTI SCENE RACEWEAR

Fox Racing are really pushing the boundaries with this all-new Anti Scene race wear that's quite literally animaltastic mate! While the design might not be to everyone's taste the excellent fit and function of this complete range is guaranteed to hit the spot as Fox Racing stuff always does...

Price: V3 helmet £225 Jersey £45

Pants £140 Glove £30

Supplier: foxracing.com

Contact: 0191 487 6100



EVS SPORTS

RC EVOLUTION RACE COLLAR

With spinal injuries seemingly more common in our sport than ever before neck braces are becoming all the rage for racers and recreational riders who want to protect their torso-to-noggin bones. It's obviously way more technical than wrapping 'em up in cotton wool which is why it's a good thing that the sports scientists at EVS really know the ins and outs of providing the very best in supportive and protective products as it's they who are responsible for launching this particular piece of protective pie.

The RC-Evolution race collar is a little different in looks to a Leatt but offers similar levels of protection from neck compression and extension injuries although it uses an entirely new and innovative combination of absorption, diffusion and deflection techniques to help protect its user.

Coming in four sizes – from S to XL – and multi adjustable too the RC-Evolution is suitable for all sizes of human – check out all the details at www.evs-sports.com.

Price: £149.99

Supplier: Off Road Action

Contact: 08707 779201

PITSTER PRO

LXR SERIES MINIBIKES

Up until now the idea of buying a minibike straight outta the box and then taking it racing at a topline event like the Minibike Masters has been a big no-no as no pre-packaged small bike has been able to withstand the abuse a full-size human can throw at it. But that's all changed with the release of the new Pitster Pro LXR that have been tried and tested to the toughest standards by the very best British minibike racers around – including the legendary Pat Crump – with no bending, snapping or poor running reported! Check out www.fiddyparts.co.uk right now for more details, photos and videos...

Price: LXR 10" £1800 LXR 12" £1900

Supplier: fiddyparts.co.uk

Contact: 07736 844830



ONE INDUSTRIES

TROOPER HELMET

As well as making some of the best bike graphics kits and coolest racewear and t-shirts around, One Industries are famed for their revolutionary-looking Trooper helmets. With all-new designs for '10 that can be seen online at www.oneindustries.com right now maybe it's time you put your head inside One.

Price: from £199.99

Supplier: oneindustrieseurope.com

Contact: 01404 549696

BIG IS BAD!

Something's been bugging me a bit lately and it's regarding the number of times I've read interviews with riders who state that the thing MX needs right now is more media coverage, more big companies, more sponsors, more money, more, more, more!

The thing is, I can't see who – apart from the already sponsored riders – benefits from our sport getting more of the above! For a guy like me that's just in his 40s and rides purely for fun there's no benefit at all. More of the factors I've mentioned inevitably dilute what we all love in order to meet the demands of corporations, sponsors etc. Not only that but my experience tells me that if the top riders got their wishes granted, their fees and salaries have to be paid for by someone and we all know who that someone usually is – us!

I'm all for the riders making a living but I really believe that the cream always comes to the top in all walks of life and this goes for MX. If you're good at what you do you'll get what you deserve. I'd love to know what others make of this.

Carl, Manchester

PS Your replacement bike tester was excellent – he gave me the next best thing to riding the bike myself – well done him.

That's a pretty contentious letter Carl – surely the more exposure the sport gets the bigger it will become and the more clout we'll have when it comes to things like preventing track closures? Having said that we guess you're arguing along the same lines as Paul Bliss does in his article later on in this issue...

SIGN UP!

I'm not sure if you already know but the Riverside MX practice track has just been closed by the council. I, along with many others, am extremely angry. The point is that the track was not closed due to noise or issues such as illegal riding but by use of government legislation called the Tranquil Sites Act.

Basically, the government has the power to close tracks – potentially all over the country – just because they claim that there is a need for sites to be left 'tranquil'. I hope you agree this is total bulls**t! There is currently a petition on the Downing Street website demanding that this legislation be changed to accommodate motocross but it needs to reach 15,000 signatures before they will even look at it and it ends around December 20. It would make the world of difference if DBR could get behind this or at least post the link to the petition on the website or – even better – in the mag!

Find it at...

<http://petitions.number10.gov.uk/savemotocross/>
James, via email

FAST LEARNER

I am a huge fan of your mag although this is my first time to write to ye! I have just turned 15 and I am a really ambitious young rider. I started riding bikes when I was six years old and I now ride a YZ125. This year I started going to practice events held at my local track and last Sunday I went to race in my first event.

It was only an after-season race meeting with a class for newcomers but I really enjoyed the first two races. In the third race I was going well and trying to learn new techniques on hitting jumps and taking corners that I saw being done by the A riders.

Being an ambitious person I hit the biggest tabletop on the track too fast (yes, I know, stupid), overshot the landing and skidding along the ground cutting my back and my hip. My bike kept going and ended up in the bottom of a drain.

I was now really pissed off so I straightened my bars up as best I could and lined up for the handicap race. Because I'd just got a DNF I started first and I rode as best I could but because I was bashed up from my crash I ended up fourth from last. So not a good start to my racing career but sure s**t happens so I'll be back racing next year for defo!

Tommie, Co Galway

Thanks for your letter Tommie. It's a fine line between trying to run before you can walk and attempting to master new techniques but you probably don't need us to tell you that now! Just hang in there and it will come...

GEAR UP!

A couple of days ago me and my mate decided to go practice in an old quarry not far from where we live and as always the both of us kitted ourselves out ready for a good session of practice. Just before we set off I put my goggles on and noticed I had a scratch on the lens – it wasn't that bad but I thought to myself 'stuff it' and threw them into the boot of my mate's car.

The day was going good and we decided to go up a mountain nearby. We got to the top, had a rest and went back down but on our return journey we got about halfway to the bottom and while I was following my mate I felt a huge thud on my head and my eye instantly blew up and closed! I stopped my bike, put my hand to my eye and looked at my glove – it was red! I pulled my helmet off and saw that blood was gushing from my eye. My mate came back to see why I'd stopped and he look shocked.

A rock from his back wheel had hit me in the eyebrow – luckily not in my eye! I had to ride back with blood gushing down my face (I don't really remember riding down or the ride home) and I went straight to the doctors to get myself

fixed up! This just shows the dangers of not using proper gear when riding – I was stupid and could have lost my eye! An easily preventable situation so name and shame the idiot DBR!

Geth, via email

PS Keep up the good work and see you in November at Stoneleigh!

RACING WRENCHES

I had a brilliant day out at Landrake to watch the last round of the British championship as a special birthday treat and it was ace! My bestest bit was the race for the mechanics at the end – it was so funny. Here's a pic I took of Jake Nicholls and his mechanic who my dad says was hauling ass. Or maybe he said he had a fat ass. I can't remember because I'd drunk too much pop and the sugar makes me feel funny.

I asked my dad what 'bender' means and dad told me Jake must be a fan of something called Futurama and has nicknamed his mechanic after his favourite character. Or maybe he said it was because his mechanic liked other men. I can't remember because of all the pop I'd had.

I think Jake likes drawing like me because he's done a pretty picture underneath. I thought it was of a cactus but my dad said it was a big cock. My mum says if you publish this letter you're not to send me any Muc-Off because I will think it's pop and drink it.

David, Essex

That's actually Jake's trainer Steve Potter, not his mechanic. And your dad's almost right on all counts – Steve has got a fat ass and Jake does enjoy Futurama. But that's definitely a cactus.



FAN MAIL!

I'm a GCSE Design student who loves the way DBR looks – I especially love the way you choose text that matches the background! You guys rule and anyone who says you don't drools...

Ingrid, Kent

That's very nice of you to say so Ingrid. Good luck with your examinations...



GOT SOMETHING TO SAY? WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at rant@dirtbikerider.co.uk
All letters/emails must be accompanied by a full address.
Oh and please don't send emails all in capitals. Cheers!

LETTERS WIN PRIZES

Write to Rant, get your letter published and you'll win a one-litre trigger bottle of marvellous bike cleaning fluid Muc-Off. And if we rate your letter highly enough you'll also receive our star prize – this month a pair of **Etnies Digit shoes**.



NEXT ISSUE ON SALE DECEMBER 11

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DON'T MISS AN ISSUE!

RESERVE THE NEXT ISSUE OF DBR AT YOUR LOCAL NEWSAGENTS

The difference between The Golden Goose, Holy Grail and DBR? DBR is much easier to get your filthy mitts on! So chuck the map, ignore the cave paintings (they're crap anyway) and tell Indiana Jones to leave his whip and do one because all you need to do is fill in the details below and take this form to your local newsagent who will save you a copy of DBR every month...simple tings bludd!

Please reserve a copy of Dirt Bike Rider Magazine on a regular basis commencing with theissue

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A full-page photograph of a dirt bike rider in mid-air, performing a stunt over a grassy field. The rider is wearing a blue and white jersey with the number 43 and a blue helmet. The bike is blue and white with 'CENTRAL' and 'SPORT' visible. The background is a blurred green field with spectators in the distance. The title 'D FOR DESIRE!' is overlaid in large white letters.

D FOR DESIRE!

IF TITLES WERE DECIDED ON NOTHING BUT DRIVE AND DETERMINATION THEN JAKE NICHOLLS WOULD BE WORLD CHAMPION THIS YEAR. THEY'RE NOT – AND HE ISN'T – BUT THE PIECES OF THE PUZZLE ARE STARTING TO FALL INTO PLACE...

Words by Sean Lawless Photos by Sully



Talk to Jake Nicholls about motocross and the conversation will inevitably swing round to one subject – desire. Jake wants success. Badly.

The first time I interviewed Jake his hunger was crystal clear and 12 months on he's still got that insatiable appetite to be the best. Sure, there's no shortage of teenage hotshots with ambitions to be world champion but the 19-year-old HM Plant Red Bull KTM UK rider doesn't just talk a good fight – he's prepared to do the groundwork needed to go the distance.

"I've got three years left on a 250F and I think it [a world title] is realistic. I might not be one of the most natural and stylish riders in the world – and I know Musquin's special and does amazing things on a bike – but I know if I keep working hard I'll be able to win it through sheer grit and determination. I don't see it being an unrealistic goal at all – I've just got to keep working on every single weakness. Think how much I've improved in a year so if I keep doing that I don't see it as unrealistic at all."

Nicholls' grit and determination was perfectly illustrated in the final race of the '09 Maxxis series at Landrake. Right at the back of the field and with no front brake after crashing out of the early lead – and with main rival Neville Bradshaw holding down second – his chances of a silver medal in the MX2 championship looked slim. But his charge back through the field was the stuff of legend and two last-lap passes – made after Bradshaw had taken the chequered flag – gave him second in the series by a single point.

"I've always preferred the world championship to the British championship to be honest but I started off [the Maxxis] with a second place in the first race of the year which kinda set me up – I think if I'd gone out and got a seventh or an eighth it might have been a bit different. But I got second at the first one which put my confidence up there and it stayed there.

"There were some mechanical problems early on which we sorted out halfway through the year by getting a new mechanic – Adam Lithgow – and it's been an upslope ever since."

During the course of our interview last year Jake revealed he'd set his goals for '09 as top three in Britain and top 10 in the world. Even with a fully fit Shaun Simpson contesting every round Nicholls' performance in Cornwall would

have ticked the British box but the GPs haven't gone so smoothly with a best overall result of eighth thanks to a race two seventh in Brazil helping him to 17th on the world stage.

"At the start of the year in GPs I had a 10th at the first round which was a bit of a lottery then at the third round I got a 10th which was a fair and square race. Then in the second race I crashed and got a 24th so I was a bit erratic but getting my head strong throughout the year has helped. Looking at it now I was only a few points off getting in the top 15 so if I'd scored more in the first few races I could have ended up a lot higher but you can't think like that. It's come good in the end, it's just taken a little while.

"Next year my aim is to be in the top five in the world for sure and I know I've got to start off the year being in the top 10 at the very least in every race. If you look at Guarneri he ended fourth in the championship because he was hardly out of the top 10 all year. That's my aim, to be consistent like that. I proved at Loket that I can do it when I came from last in both races to 10th and 11th around a track that's known for not being able to pass around. I can do it now and I'll be stronger next year and more used to the bike so I don't see why I can't do that.

"The competition's obviously so much better in the GPs but I always ride the same – whenever I race I always try my nuts off, that's just the way I like to do it. It's a big step-up but then again it's not really because with Swordy and Simpson in the British championship you're at that speed anyway. When those guys are on form they're at GP top five speed always."

When we last talked Jake explained one of his driving forces was a desire to silence the critics who reckoned his privileged position – Jake's dad Guy is boss of Trucks R Us/Fork Rent – meant he had everything handed to him on a plate. He even admitted to being reduced to tears when he realised family money was helping finance his place this season on Roger Magee's Red Bull KTM UK team.

"I remember the conversation. I just wanted to prove everyone wrong and I pretty much have. I've got myself a ride for next year without anything to do with my dad so, yeah, that's been a high point. That was the goal and I've achieved it. And I'm still getting better and better and enjoying my racing.

"It was a big motivation for sure. I think it >>



HIGHS AND HIGHS!

FROM CANADA HEIGHTS TO CANELINHA

"Winning at Foxhill was cool. I know Swordy had trouble [his rear sprocket was broken by a rock] but I was with him all day and it was probably the fastest I've ever rode – I was enjoying every minute of it and I was putting absolutely everything into it. People could see that and what happened happened and I ended up winning it.

"But honestly one of the coolest things was getting second in the first race at Canada Heights. I'd put all that work in over the winter, came out and it just happened. And in Turkey I got an average start and just hung it out and got 10th and it opened my eyes again. And Brazil was cool – to end the year with seventh, my best result of the year, was a real nice thing.

"In Brazil when I got a mediocre start I got a seventh so I've just got to try and get out there straight away. I know I'm strong enough and up for hanging it out at the start of a race so if I get on a tag I know I can do it. Maybe not quite at the start of the year – I don't want to go balls out and hurt myself – but I know now that I don't even have to hang it out to get in the top 10 in a world championship race if I get a good start.

"And another highlight was having Roger speak to me about next year and offer me money. That was awesome! A complete breath of fresh air. I kinda knew I deserved it and I knew it was coming but to have it in front of me I was like 'yeah'..."



Jake started the season aiming for a top three in the British championship and ended the season going one better



The move from Swift Suzuki for '09 has reaped big rewards



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was always at the back of my head but I just wanted to do well whatever really. But honestly, I kinda forgot about it as soon as I started working because I was working hard from the off and I haven't let go of that. I've kept working hard and getting results then all of a sudden I got asked what I was doing for next year and it was like 'wow', it kinda hit me then that all the hard work really had paid off."

A big part of Jake's hard work has taken the form of punishing physical training sessions with Steve Potter, a former top-flight amateur boxer who came onboard midway through last year. The improvement in Jake's fitness was almost immediate and he slimmed down to 12 stone – a big advantage for any MX2 pilot where power-to-weight ratio is crucial.

"When I hurt myself last year I thought about it and I was 13 stone and for a 250F that's a lot so I got it down at the end of last year to 12-and-a-half and then spent all winter training and got it to 12 and I've kept it there all year. I think I might even try and get a bit lighter for the start of next year.

"I've never been much of a starter which I think is more down to technique rather than my size. But I know if I can get the starts like in Brazil – I got an all right start and my first two laps are always really good and I was in seventh and that was where I stayed even with a big mistake when I went off the track. So I

know if I can get good starts it will make life so much easier."

His physical condition has, Jake feels, also played in a big role in remaining uninjured during the course of 2009.

"Up until this season I've only ever had two years in my career when I haven't hurt myself and they were in '99 and 2005. I've had some big crashes this year but I think because of my preparation for this year I'm stronger and more flexible. And I've had the biggest crashes of my life this year because I've been trying so hard in the world championship – and you do crash, everyone crashes – but I've been getting up."

Professional racers often refer to 'pieces of the puzzle' coming together and Jake's jigsaw is taking shape with his will to win combining with great physical conditioning. The third major part of any racer's puzzle is machinery and for the first time in his career Jake will be picking up where he left off when he starts testing in the New Year.

"As soon as I got on the KTM I enjoyed it – it's bigger and you have to ride it a bit more like a two-stroke and rev them quite a lot which is good fun. I will 100 per cent be starting in January with the bike I've ended up on now which is a huge headstart because we started this year on a bike that was good but not as good as the bike we're on now. It's going forward all the time which is great."



But for crashes and a mechanical DNF Jake may well have taken Swordy to the final round for the British MX2 title

BEST OF BRITISH!

CAN JAKE TAKE THE 2010 MAXXIS TITLE?

With 2008 champion Shaun Simpson only racing selected rounds of next year's British MX2 championship – and with 2009 champion Stephen Sword moving up to the MX1 division – Jake will start the year as favourite for the domestic title. So can he win it?

"Definitely! I've had a taste of it this year and come pretty close considering I was going into it wanting a top three. I've learned a lot this year, it's been my first full season pretty much and I've learned so much from that, riding every single track. With that behind me next year that's going to be my only goal – to win it."

At the time of our interview Shaun's plans for 2010 hadn't been confirmed and Jake was relishing the prospect of bashing bars with him at every round...

"I don't want to go into the first round thinking I've got to win everything, I've just got to be there at every one and, yeah, I fancy my chances big time. I'd rather it if Shaun was there to be honest. I've just got to keep working hard. I know that he works hard but I've got to keep progressing as much as he does and I know I can be at the level he's at. I know he's got good bikes but my bikes are good as well and racing with him will help up my level in the GPs."

"Neville Bradshaw – people like that – are very good riders and I'm sure they'd show themselves good in a grand prix series but you've got to be there with someone who's in it as well. At the end of the day it's all very well winning a British championship but really I want to be a world champion. It's all very well taking the glory but you've got to learn as well."

Perrett slams the refined
2010 CRF450 into a
FatCat Motoparc berm

Red Sauce!

CHOOSING TO LEAVE THEIR RACE-PROVEN 450F MORE OR LESS UNTOUCHED FOR 2010, IT'S THE 250F THAT'S BEEN REWORKED FROM THE GROUND UP FOR NEXT SEASON AND IN DOING SO HONDA HAVE SERVED UP A BIKE ALL BUT THE FASTEST MX2 PILOTS WILL RELISH...

Words by Jeff Perrett Photos by Sully

We all know the economic state the world is in and it's fair to say that most of us are feeling the pinch. Even huge global corporations have to reign in the dollars to secure their long-term futures and one of those are Honda.

Most of us know the story of what became of their F1 team after they cut their losses there and in motorcycling many would argue that they're also losing their way. So often I read public opinion on the forums on how they should do more with their race teams and people still bang on about how they let the likes of Ricky Carmichael and Valentino Rossi slip through their fingers and how they haven't won anything for ages.

Truth is, Honda really want to win. If anyone believes a company that built their reputation on winning and technological advancement would suddenly stop worrying about it they are barking up the wrong tree. Honda actually have it right because right now what they refuse to do is pump loads of money into winning out on the track when they still sell every motocross bike they make and the demand for their product is still high. The reason for that is quite simple. They are good – very good. The reputation that they have is built on reliability and durability. Two major factors for the man on the street who is putting his hard-earned money on the line.

With a rock-solid 450 in the bag for the last few years Honda were under scrutiny and a certain degree of pressure when they released the all-new 2009 CRF450R this time last year, as is usually the case when you introduce a bike that's new from the ground up. Reviews were split but on the whole Honda once again passed the test, highlighting their drive and vision in firming their grip worldwide across that class. Now with a new programme in place the R&D from the factory teams is finding its way into the production line quicker than ever before and the huge void between a factory-supported race bike and a production one is now smaller.

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For 2010 Honda have gone to town on the CRF250 and produced a bike much improved on the '09 model



CRF250

With the 450 getting its big make-over last year Honda have been working on developing the potential of the CRF250. The 2009 bike was a good, solid improvement on what could be argued was Honda's Achilles' heel as for too long they didn't have a 250F that could be called really competitive. Reliable for sure – as you'd expect from Honda – but not really quite cutting it. This year's model was a positive step in the right direction and now for 2010 they have taken an even bigger stride. Next year's model has put them right back in the mix.

Like this year's 450 it's a brand-new bike from the ground up. Of course this bike has benefited from the knowledge gained in developing the 450 and the fact it even carries the same plastics and looks virtually identical highlights this. The first and biggest noticeable improvement is the fuel injection. EFI has made a difference on the bigger bikes but to be fair with the power of the 450 at your disposal it's maybe not so significant to your overall lap times. Well on a 250F it will be and on this Honda it definitely is if we are comparing to the 2009 model. This is razor sharp and with all the other refinements it now has a much better starting position to be competitive straight from the crate.

It's stronger in the engine department too and that's due to a whole host of changes. The bore has been decreased to 76.8 for greater strength and there's a new piston material that keeps the weight down. The compression ratio has gone up from 13:1 to 13.2:1 and a new valve spring benefiting directly from MotoGP technology has improved durability and achieved higher RPM. Put all that together and you have a bike that has far more bite than it's ever had – finally the CRF250 is baring its teeth. From the bottom it pulls much stronger than it's ever done and while it may still not be the fastest in the class it does offer a brilliant all-round usable torque. Couple that powerplant with the fuel injection and it's a bike that really encourages you to push your limits from the get-go.

It is a different bike and it feels it. The motor is smooth and brings confidence and Honda have it right with the chassis too. The new frame has a lower engine mount position and a more rearward front axle position giving it a lower centre of gravity with a more positive feel on the front

end. The new swingarm is 29mm longer which Honda claim improves stability under acceleration – it does. Although the bike is technically longer than this year's model it actually feels shorter and more manoeuvrable and really easy to put exactly where you want it. The whole thing just feels leaner and more nimble, like that feeling you get when you've shed a few pounds and can tell the difference. Basically the 2010 model has got itself in shape (losing 850gm by now running a single tailpipe has helped) and has the potential to go further and be a great pound-for-pound fighter.

The all-new 48mm Showa forks have a different outer tube shape for extra rigidity. Inside there's a 24mm cylinder with new, smoother fork oil and shorter spring lengths that definitely add to what the chassis has to offer. This bike really does turn well. With the riding position like it is you can get right up the front but it never feels like it's going to tuck in – it's stable and sweet. There's a 100gm weight reduction in the rear shock sub tank and the stock settings – although still a smidge too hard at the base of the stroke for me – provided linear damping that was much better balanced with the front forks compared to the 2009 bike.

I almost get bored of saying how good a Honda gearbox is when it comes to shifting but they really are. However, the gearing is probably a weak point of the bike if you are a slightly above average racer. You have to short shift a lot and you have to do it quick. I often found myself flat out in fifth and then having to go right down to first too many times in corners for my liking. There's an argument for saying 'what's the point of having five gears if you aren't going to use them?' I suppose but, nevertheless, I just think they should be taller. Even though you can change the sprockets to suit I think it would be beneficial if the gears in the motor were different.

The auto-decompression system works well and the starting was good, in fact the whole bike was good. With the weight saving and new lower centre of mass they were already onto a winner but Honda have also managed to beef-up the powerplant and in making a new bike from the ground up have progressed a lot in a short period of time. Now they have a bike that in the hands of the right rider – both at club level and on the world stage – has the minerals to be winning races for sure.



SPECIFICATIONS

CRF250 >>

Capacity: 249.4cc
Bore and stroke: 76.8mm x 53.8mm
Transmission: Five-speed
Fuel capacity: 5.7 litres
Front suspension: 48mm Showa (310mm travel)
Rear suspension: Showa (320mm travel)
Wheelbase: 1493mm
Ground clearance: 325mm
Seat height: 955mm
Kerb weight: 100.7kg

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CRF450

The CRF450 is going to feel like an anticlimax after all that. Not because it's a right wrong 'un, just because there isn't really much to say about it as the changes are minimal.

Like I said, opinion was divided on the '09 model. I was one of those that rated it – I love the lower centre of gravity and found the power very favourable, just because it was really smooth. Many criticised the lack of a punch that the CRF450 was once renowned for but I'm still a believer that a 450 for the average racer is still more than enough for any man (or woman). It's no wonder there were rumours of Cairoli riding a 400cc and now KTM working on a 350cc.

The 2010 CRF450 hasn't had the major weight loss or make-over of the 250, what it's had though is a little spruce up. The radical new image of last year was all a bit rock star and bling, now it's like it's had a haircut, a shave and is a bit more of a formal dresser. Honda have ironed out the little problems and that's made it sharper. There's new fuel injection settings and the response is a tad crisper for it.

The front forks now feel slightly stiffer due to the oil levels and sit higher in the stroke which gives the bike a much better balance. Gone is that feeling that the front is diving too much and the rear is too high and that makes it much more stable and gives the rider more confidence, especially entering the turns at speed on sharp-edged braking bumps. The rear shock is better too and is much more stable on those nasty little bumps that form in ruts when powering out of corners.

The motor, well, that's like for like on the 2009 model so if you felt it needed more brute grunt this year your wish hasn't been answered. However, what you've still got is a smooth, rider-friendly bike that won't pull on your arms like a toddler in a sweet shop. There's now only one coupler for the fuel injection tool which eliminates the need to remove the fuel tank and the air filter now has two attachment tabs for secure installation.

As with both bikes the brakes are that Honda quality – strong and with a smooth, non-biting feel. Other than upgrading to the technology that's on the factory bikes the only other option is to run larger discs and hoses but to be fair these brakes are plenty good enough for any club racer. I guess there is always that enjoyment of upgrading on your bike though!

After riding these two bikes I can safely say that although Honda may not have won a world or AMA championship for a while they're still at the top of their game. Here are two solid motorcycles that cater for a wide spectrum of rider ability and you just know they're always going to be durable and reliable – and when it's your own cash you're parting with that's a got to be a winner hasn't it?



SPECIFICATIONS

CRF450 >>>

Capacity: 449.7cc

Bore and stroke: 96mm x 62.1mm

Transmission: Five-speed

Fuel capacity: 5.7 litres

Front suspension: 48mm Showa
(310mm travel)

Rear suspension: Showa
(320mm travel)

Wheelbase: 1491mm

Ground clearance: 332mm

Seat height: 954mm

Kerb weight: 106.9kg

NEW SENSATION!

THE OFF-ROAD INDUSTRY IS ALL SET TO INVADE THE NEC BIKE SHOW FOR THE FIRST TIME EVER AND MAKE IT A LITTLE BIT DIRTY...

In past years the Carole Nash International Motorcycle and Scooter Show has been a big disappointment to off-road fans with little in the way of dirty bikes on display to fulfil your need – your need for speed. But that's all set to change though as this year's show – running from November 27 to December 6 – has more motocross, trials and enduro content than ever before. And in it's own dedicated hall too!

Hall 5 is all set to become a Mecca for off-road enthusiasts and curious newbies alike as it will feature the best the off-road industry has to offer including new bikes from all the major manufacturers, new kit, star riders, star riders' race machinery, hopefully Charley Boorman (and his trademark smile) plus a plethora of interactive features such as the off-road experiences where beginners can try our sport for their very first time.

Off-road exhibitors signed up so far include the AMCA, the ACU, the BSMA, DBR, Ekselsior, George White Superbikes, the LPE Kawasaki team, Madison, MVR-D, Quantya, T+MX, Trailblazers and Steve Dixon's UTAG Yamaha squad so you can guarantee that there'll be plenty worth seeing.

But perhaps the biggest bonus for motocross-mad fans at the NEC show is the fact that over the two weekends the opening pair of rounds of the Future West SX series will be rocking the joint on Saturday night. That's right, on November 27 and December 5 the boys are back in town for international supercross action that's set to open with an all-star cast including Californian bad boy Mike Alessi, AMA motocross champion Mike Brown, the Beast from the East (Midlands) Neville Bradshaw, the bar-banging ewok Zach Osborne and let's not forget the Fenlands Flyer Carl Nunn. And there's also the best of British amateurs, youth and quad racers lined up to do battle too. For more details log on to www.britsxn.net

And as Jimmy Cricket would say 'and there's more...' because as well as all the brand-new off-road goodness at the Carole Nash International Motorcycle and Scooter Show you'll also find the usual attractions including plenty of hot babes, some blinged up bikes and more than a few cool choppers, grass hoppers, belly floppers, mods and rockers, happy shoppers and the Wall of Death.

Advance tickets for the Carole Nash International Motorcycle and Scooter Show (bought before 5pm on November 25) will cost £15 for adults and £5 for senior citizens and nippers aged 11-16 while accompanied under-10s go free – log on to www.theticketfactory.com for all advance ticket purchases.

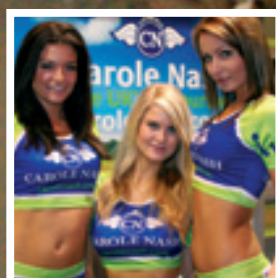
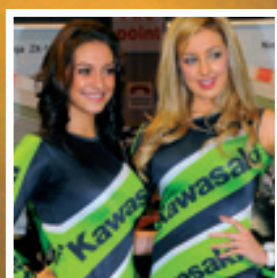
Tickets for the Saturday night supercross races – which also include admittance to Hall 5 on race nights – cost £36 for adults while children under 12 and OAPs grab a seat for just £26 each. But be aware that additional booking and transaction fees will be added at checkout.

If you need to know anything else then log on to the official show website – www.themotorcycleshow.co.uk



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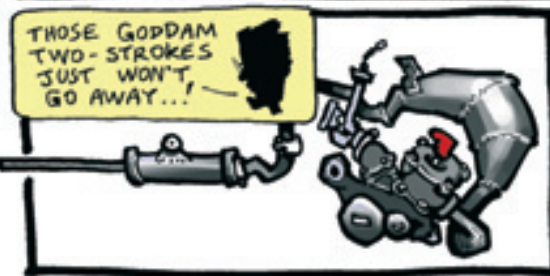
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GRAEME IRWIN

RED BULL KTM UK

"Rocked – has to be being called up to ride for Team Ireland at this year's des Nations. What sucked? That has to be my crash at Mallory Park at the GP"



MARTIN BARR

RELENTLESS SUZUKI

"What rocked? Well, as the season has progressed my riding and results have improved greatly. Since the Maxxis round at Hawkstone podiums have been pretty regular and the points have been adding up to give me fourth in the championship. On the sucked side I had a few niggling injuries at the beginning of the season which didn't give me the start I had hoped for."



JAKE NICHOLLS

RED BULL KTM UK

"As far as the GPs went my seventh place finish in Brazil was great and the second moto here today to secure second in the Maxxis was a good end to the year. Probably the lowest point was DNFing moto two at Hawkstone while leading."

H I G H S N ' LOWS!

WE CATCH UP WITH SOME OF THE COUNTRY'S TOP MX PILOTS TO FIND OUT WHAT ROCKED – AND WHAT SUCKED – FOR THEM IN 2009...

Words by Mark Turner Photos by Suttty

Well, in the words of a famous talking bunny rabbit, that's all folks! Yep, another outdoor season has come and gone. Some of us will have had scorchers, others crappers but most will have had a bit of both.

Anyway, just so you know that it's not just us mere mortals who can taste triumph one weekend then sample sh*t the next, we caught up with some of the country's top men at the Maxxis finale at Landrake to find out what's rocked and what's sucked, what's sizzled and what's fizzled and what's floated their boat or blown their goat...

STEPHEN SWORD

RED BULL KTM UK

"Winning the British championship was a great result for me and the team and the birth of my son was big high for me and Jodie. On the downside my GP results by my standards have been poor which weren't helped by a hand injury earlier in the year. The GPs have been really frustrating as I know I'm capable of a lot better."



BRAD ANDERSON

PAR HOMES HONDA

"Obviously winning the British championship after so many years of trying was a massive high for me, as was being picked to ride the des Nations. Then as you know I picked up this hand injury which has been a big disappointment as I really wanted to ride the last round here today, plus it's stopped me from going to the des Nations."



NEVILLE BRADSHAW

DB RACING HONDA

"The year got off to a great start at Canada Heights with second overall, followed up with another second at Hawkstone a few rounds later. The Red Bull Pro Nationals were a great addition and with me taking the MX2 #1 plate were great for me and the team. And being picked again to ride for South Africa in the des Nations means a lot."

"On the negative side losing out on second place in the Maxxis on the last moto was disappointing but at the same time third in the championship is a good result for us."

TOM CHURCH

BUILDBASE CCM RACING

"I'm happy to have finished in the top 15 in the world this year – the second half of the GP season has gone well for me. Also my pole at Lyng was a big high point and overall it's been a good solid year for the team. As for low points, well, DNFs in the Maxxis rounds cost me a top three overall finish, also the British GP at Mallory was disappointing. I really wanted to put in two decent motos but it just didn't happen."





© Mark Turner

SHAUN SIMPSON

RED BULL KTM

"What rocked was my moto win at Valkenswaard. What sucked was breaking my leg!"

JASON DOUGAN

PHOENIX TOOLS CCM

"A high this year for me was getting 10th at the French GP but what sucked was DNFing on the last lap of the Latvian GP while running in eighth."



© Mark Turner

JAMES NOBLE

STR HONDA

"I think the Red Bull round at Wakes Colne stood out as a high point for me – the first moto especially where I took the win after battling with Swordy. But the GP at Valkenswaard was a low point for me, not so much from a riding point of view but just by knowing it was going to be my last GP."

BILLY MACKENZIE

CAS HONDA

"What rocked? You're joking aren't you? Not a lot – although I did win £24 on the euro millions draw! As far as what sucked where do you want me to begin? Spending £80 on lottery tickets just to get £24 back – not good! Seriously, this year has been injury after injury – thumb, ribs, tendonitis, balls – which in turn has led to fitness problems."



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THE MAN!

A LEGEND ON AND OFF THE TRACK, ROGER DE COSTER TURNED 65 IN AUGUST AND CELEBRATED HIS 'PENSIONER' STATUS BY GUIDING CHAD REED AND RYAN DUNGEY TO AMA NATIONAL CROWNS...

Words and photos by Jack Burnicle

Well, the States did it again after a stellar performance by 20-year-old Ryan Dungey. And how impressively did he remind me of an equally youthful David Bailey back in 1982. Both were Open class rookies, Bailey making his debut on a CR500 Honda at Wohlen's MX des and Dungey his on a 450F Makita Suzuki. Both lean and light, finessing two powerful motorcycles round fearful circuits. The resemblance was uncanny.

Also, they shared the same team manager – both back home and on European soil – and he knows a bit about winning! Ever since Roger De Coster organised the USA's first successful MX des squad on behalf of American Honda in 1981, this remarkable, modest Belgian has been their team manager. He also masterminded Honda's devastating domination of the AMA supercross and motocross championships, utilising the virtuosity of such contrasting talents as Bailey, Johnny O'Mara, Donnie Hansen, Rick Johnson, Jean-Michel Bayle and Jeremy McGrath before moving to Suzuki America and inspiring their resurgence in fortunes.

Of course, he knew how to win during his own classic career. One of seven children, Roger took work in a local bike shop while still at school and eventually afforded his first motorcycle at the age of 17. His breakthrough year was 1964 when, aged 20, he won the Belgian 500 Junior MX championship, the Belgian trials championship and a gold medal in the ISDT!

Roger didn't secure his first grand prix victory

until the age of 24 (the Italian 500 at Gallarate in 1968 on a CZ). In 1969 he helped Belgium achieve its first MX des victory in 18 years before moving briefly into 250 GPs, finishing third behind warring Suzuki-mounted compatriots Joel Robert and Sylvain Geboers in 1970. De Coster himself then signed for the first Japanese manufacturer to contest motocross GPs and pocketed them the 500cc world title in 1971. It was thrillingly close! Roger was constantly enmeshed in battles with great rivals and he eventually beat Ake Jonsson's Maico by four points...

The following year he topped former champ Paul Friedrichs and the muscular new kid on the block, Heikki Mikkola (Husqvarna). Then it was down to the wire again in 1973, edging out West German Willi Bauer's Maico by 145 points to 143! De Coster was ousted by the titanic Flying Finn Mikkola in 1974 but retaliated to claim a fourth crown the following year ahead of Mikkola and Roger's threatening new Suzuki team-mate Gerrit Wolsink. And when Heikki went off and won the 1976 250 title it was Wolsink who hounded De Coster all the way, six points separating them at the season's end.

Roger also won four successive winter Trans-AM titles in the States, the last in 1977, to establish his reputation on American soil. The Yanks nicknamed him 'The Man!' But after three less successful GP seasons – second and then third behind Mikkola's Yamaha in '77 and '78 – before slipping to sixth behind the

new generation, Suzuki dismissed De Coster at the end of 1979. He was immediately snapped up by the Honda Racing Corporation – alongside youngsters Graham Noyce and Andre Malherbe – for 1980.

The opening rounds of that season produced several top six placings that pitched the veteran Belgian into a three-way fight with his youthful replacements at Suzuki, Dutchman Gerard Rond and Frenchman Jean-Jacques Bruno. Then a first-race second place at Ruskeasanta in Finland behind Noyce was followed by second overall to Malherbe in Italy (where Noyce had his leg cruelly shattered in a first lap mid-air collision). So at mid-season – while Malherbe and Brad Lackey (Kawasaki) clashed for the >>



ALL EYES ON ROGER D
+ NO-ONE ELSE IN
SIGHT, ETTLEBRUCK 1980

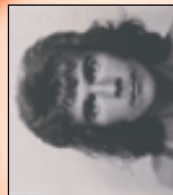




VETERAN DE COSTER
+ 500 POOKIE CALLQVIST
SHARE THE SPOILS IN
LUXEMBOURG



SUNBLUES LEGEND
ON HIS FINAL RIDE
AT NAMUR IN 1985



was armed with his mum's Kodak Brownie camera.
After art college he mixed life as a graphic designer,
magazine art director, photographer and part-time art
college tutor with motocross and photo-journalism.
Now he's a commentator, painting pictures with words.
He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of
British MX journalism. Born in Billingham, County Durham, to
Bella and nutty (his words, not ours) musical genius Stan
Burnicle, Jack was mad about cars and motor racing as a kid.
At sweet 16 he got a motorbike, rode it to a local 'scramble'
and was instantly, hopelessly hooked. Next time he went he

DESCRIPTION SIGNALEMENT

Beater Titulaire	★Wife Femme
Occupation Profession	GRAPHIC DESIGNER
Place of birth Lieu de naissance	BILLINGHAM
Date of birth Date de naissance	9/3/47
Country of Residence Pays de Résidence	ENGLAND

Usual signature of bearer, Signature du titulaire

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DE COSTER FLIES TO A FIRST-RACE THIRD IN THE 1980 WEST GERMAN GP AT GAILDORF

DE COSTER WINS 1980 Luxembourg GP. FOR THE LOCAL KIDS!!



IVAN VAN DEN BROEK (NUMBER 3) GRABS FIRST RACE START IN LUXEMBOURG, BEFORE DE COSTER (5) TOOK COMMAND!

title ahead of Yamaha duo Hakan Carlqvist and Andre Vromans – De Coster lay fifth, narrowly ahead of Suzuki's young pretenders!

But as Bruno's season tailed off badly the burly, brash 'Rondo' had overtaken De Coster with two GPs remaining. The penultimate round, though, was at De Coster's beloved citadel of Namur, the spectacular hilltop fortress that hosted the Belgian 500 GP each August. Seven times in eight years, from 1969 through to 1976, Roger had triumphed there.

Beneath blistering, baking sunshine in sweltering humidity, bearded American Brad Lackey holeshot round the flat, stony arena in front the imposing, ancient grandstand. Namur really was like a Roman coliseum. The track dived down into the dark, shaded woodland, beneath an old iron footbridge, clawed and plunged its way up and down steep, fast, tree-lined inclines that required frightening precision (which was why Roger loved it!), crossed cobblestones, blasted along a Tarmac road past the Monument Cafe and bounded up a scary, terraced hill back into the arena.

For five dramatic laps Lackey staved off Malherbe and De Coster until the Honda duo elbowed him aside and cracked on, never a second apart all the way to the flag as Roger shadowed his championship-chasing team-mate. Lackey, suffering in the extreme heat, just clung on to a crucial third place from a charging Carlqvist then, between motos, darkness descended and the heavens opened!

A huge electrical thunderstorm struck race two and as Malherbe splashed past Lackey (and into a one-point lead in the championship) De Coster fought for fifth with Carlqvist until a sticking throttle forced the Belgian grimly back downfield to an eventual eighth. Rond actually crashed in the last, sweeping right-hander before

the chequered flag but managed to push over the line to claim a soggy fourth place. This meant he still led De Coster by four points as they headed for the traditional season climax in Luxembourg.

Ettelbruck – the second town in the tiny principality bordered by Belgium, Germany and France – lies less than 80 miles directly south east of Namur down Route Nationale 4 and was always virtually a second Belgian Grand Prix! Luxembourg's MXGP was the biggest sporting event in the country's calendar and its wide, grassy pastures were always lined with fanatical Belgian fans. Here, Roger De Coster crowned his career in fabulous fashion.

Deciding to avoid any entanglement with bitter title rivals Malherbe and Lackey, De Coster – riding with pulverising, controlled and vivid aggression – simply tore away with both motos almost wire-to-wire. 'Carla' followed suit, second overall sealing third place in his rookie 500 season as 36-year-old Roger's comprehensive double victory clinched his 36th career grand prix win and fifth place in the world championship. "There is no way I can follow that!" smiled 'The Man' and promptly announced his retirement from racing!

But of course he has carried on 'following that'. Teams under his control have accumulated an astonishing catalogue of 46 US national titles in the past 28 years. He brought Suzuki their first 250 outdoor title in 18 years (Greg Albertyn, 1999) and the 18 successful champions involved include Suzuki's reigning MX monarchs Dungey and Chad Reed.

Roger De Coster turned 65 on August 28 and shows absolutely no sign of slowing up. Stefan Everts the most successful rider in MX history? Yes – but you've got a way to go as team manager yet, Stef!

SEVEN YEAR ITCH!

HOW COOL WOULD IT BE TO REUNITE STEPHEN SWORD WITH THE 125cc ALBION KTM HE WON HIS FIRST BRITISH TITLE ON BACK IN 2002? WELL THANKS TO ONE MAN'S VISION THAT'S EXACTLY WHAT WE'VE DONE...

Words by **Sean Lawless** Photos by **Sutty**

When it comes to bar-bangin', seat-of-the-pants championship showdowns it doesn't get any better than the final thrilling round of the 2002 British championship at Polesworth when Stephen Sword won – or, perhaps more accurately, Billy MacKenzie lost – the 125cc title in the last corner of the last race of the season.

Time for a bit of a history lesson...

Swordy had started 2002 on a Husqvarna but jumped ship to Albion KTM after just one British championship round. With two rounds down he was fifth in the title race and still a whopping 60 points behind Billy Mac. Billy was amazingly consistent that year but Swordy was consistent too – and consistently faster – and when the series rocked up at Polesworth for the eighth and final round he was just eight points adrift and on the back of a six 125cc moto win-streak.

After winning the opening race from Billy the gap was down to five points but at the start of race two Swordy went down as the field charged uphill into the first left-hander. Billy stayed out of trouble, took the lead and won the moto as Stephen came from near dead-last to second at the flag. So the gap was back to eight points again.

Back in the day domestic rounds ended with a mixed-capacity race that pitted the top 20 of the then almost exclusively stoker-filled 125cc class (give or take the odd YZF250) against the top 20 Open class on a mixture of 250cc two-strokes and 450cc four-bangers.

Swordy gated an incredible second in this final Maxxis Cup race behind Josh Coppins who was making his British championship debut and dropped just two positions on his way to fourth behind eventual moto winner Gordon Crockard, Coppins and Carl Nunn. Billy, meanwhile, had also started well but on the last lap still needed to pass CAS Honda's Yoshitaka Atsuta to take the title.

Halfway round the final lap Billy pounced

on the tiring Yoshi in an uphill left-hander to give himself a two-point cushion. With Swordy watching on helpless after already taking the flag, Billy switched to a defensive line then lost traction as he opened up his Yamaha UK machine for the step-up into the final turn and Yoshi sailed past. With Swordy and Billy tied on 541 points the title went to the KTM-mounted Scot who'd scored most race wins.

So what's with the history lesson then? Why am I recounting the events of seven years ago? Well, in a technology-driven sport like motocross things change incredibly quickly and Swordy's '02 championship-winning machine bears bugged-all resemblance to the Red Bull KTM UK 250F he won the '09 British MX2 title on. Or does it? How cool would it be to reunite Stephen with the bike he won his first British title on to discover how it compares to today's cutting-edge machinery? And how about dragging DBR chief MX tester Jeff Perrett – who lined up alongside Swordy and Billy on that historic day at Polesworth – along for the ride?

As much as I'd like to claim credit for the idea I have to admit the reason we've gathered at Rushmead Race Park is down to Kevin Burke who was MD of KTM UK back in 2002 and, more importantly, is the very proud owner of the bike that won the title that year.

"That was a fantastic year for us," explains Kevin. "Really it was the start of KTM's success in the UK with Stephen winning the championship. So that bike is really precious, unique. Rather than it being sold off to a dealer or whoever I promised Stephen that I'd buy it and never sell it and that it would always be kept safe.

"We showed it at the Dirt Bike Show that year, then it was at KTM UK for a few years in the foyer and then I brought it home and it's been sitting in my garage for the best part of five or six years. It's totally authentic. The bars are still slightly bent after his crash in the second race – we straightened them after the race but you can never get them >>



November 2002 – Swordy and his #2 125cc KTM make the cover after clinching the British crown at Polesworth

Reunited! Swordy gets down and dirty with the bike that carried him to his first British title



Jeff's verdict? "This bike is very much worthy of its moment in British MX history"

Gary Elston, Swordy, Bob Bratcher and Kevin Burke scratch their seven-year itch



EMOTIONAL RESCUE!

WHY RIDING SWORDY'S STROKER CONJURES UP SOME MAGIC MEMORIES...

Words by Jeff Perrett

In my 30 years of messing about riding motorbikes I have been privileged enough to be part of some fantastic, memorable moments and witnessed some truly wonderful things. I've been to a lot of places and seen a lot of things...

I was at Unadilla when Kevin Windham ended Carmichael's win-streak, I've been caught up in battles between Tortelli and Everts (being lapped admittedly but there nonetheless), I was at Farleigh Castle for Dave Thorpe's finest moments, more importantly I was also there to witness the comic genius of Jon 'Paxo' Pitman's 'spode' qualifying laps at the British championship.

Yeah, I've seen some stuff and hopefully one day, as I sit in my comfy chair battling dementia, these moments will rise up to the forefront of my mind and remind me just how good motocross has been to me (and draw my attention away from the fact that I've soiled myself)!

One of those moments will be what to this day I still consider the greatest climax to a motocross championship – the drama that was the final round of the title fight for the 2002 British 125cc championship between Billy MacKenzie and Stephen Sword. For those who were there I'm sure I don't need to write much more to swell the memories that unfolded that day. It really was something special, very special indeed.

At the time I was a team-mate to Billy. Not really on the official team but certainly in the Dixon Yamaha camp after Steve [Dixon] had given me a shot for the second part of the season on the new YZ250F.

Obviously, I was in the MacKenzie corner but if I'm brutally honest I didn't really care who won. I didn't really know either Billy or Stephen that well at the time and as I was in the same race it wasn't as if I could watch it. As it happens though, I did get to see that epic last moto from the other side of the fence with most of the fans.

You see, I was involved in the first corner crash in that race which also took down Swordy and after falling onto a stone that resembled a giant turtle's back I had a beauty of a dead leg. With retirement edging nearer in the twilight of my career I decided to hobble back down the hill and watch the race unfold. Looking back, I'm glad I was dragged down with the rest of them in that first turn otherwise I'd never have got the chance to be so involved in one of British motocross' finest moments.

I could write a full article on the events of that day but I'm only meant to be writing about what it was like to ride the championship-winning bike (we'll come to that in a moment). But such was the significance of the race I can't just write about the bike alone.

The bike is special because it represents a significant moment in history. The value of memorabilia is not based on what it is but what it represents. We wouldn't even be doing this feature if MacKenzie hadn't changed his line on the corner before the finish to protect it from Yoshi Atsuta and in doing so lost drive, allowing Atsuta to slingshot his way around the outside and punt him and his championship dream to one side on the final bend. But he did and along with all the other events of the day that's why this bike has a special

place in the hearts of the people involved in its success. Obviously for Swordy himself but also for his then team manager Gary Elston at Albion Motorcycles, his mechanic Bob Bratcher and the KTM big cheese back then Kevin Burke.

It will always be a season that will mean so much for all involved. That's why seven years on and with Stephen winning the class again for KTM Kevin felt it was a great time to give the bike a quick dusting off and take it back out on the track. So Bob was given the job of getting it running and giving it a quick once over for old time's sake before we were all summoned to Rushmead Race Park, Marshfield, to reminisce.

And there it was, looking as mint as it did back in the day and in my opinion certainly more appealing than Stephen's current championship-winning steed. With all the corporate sponsorship that teams now require to even race and all the crazy graphic designs that come with it, this thing just looked beautifully simple as it sat on the stand.

Now, I make no secret of my love for two-strokes so I'm not going to apologise for making sexually references here, I just think it's a good way of describing the 'moment'. I was out riding a 250F when Stephen rolled onto the track to ride his 125 for the first time since that eventful day. So I pulled over to watch. As Swordy banged out some blisteringly fast laps it was glaringly obvious that this was a love rekindled for Stephen and in a subtle way it was for me too. The bike just sounded so sweet – I could feel the joy swelling in my guts that I was going to ride it, knowing full

>>



totally straight again – and if you look at the grips you can see where Stephen has rubbed the waffle away with his thumbs.”

To make sure the bike was in working order Kevin arranged for it to be delivered to Bob Bratcher, Swordy’s mechanic for the ‘02 and ‘03 seasons. Bob – who ran the Pro Seal KTM team this year – changed all the fluids, slapped on new tyres and tubes, fitted a new piston ring and clutch and it was good to go.

“Today’s been quite emotional to be honest,” says Kevin. “To see Bob Bratcher back who spannered for Stephen that year and Gary Elston from Albion who ran the team that year has been pretty nostalgic. And of course to see Stephen back on the bike is something I’ve been dreaming about for a long time.

“Stephen came on board after a round of the British championship in ‘02 but we didn’t have any real budget at the time because it had already gone. He wanted to race the bike so we offered him a bonus and it was win or nothing so he wasn’t happy with second place. And that’s what he did basically right through the year and he clinched it right at the death at Polesworth.”

With its clean lines and simple graphics, the 125 looks simply beautiful – and beautifully simple



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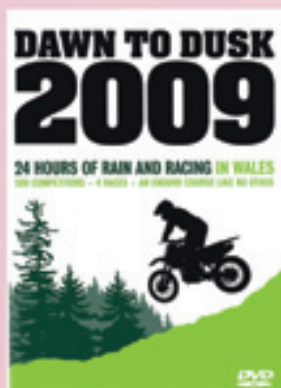
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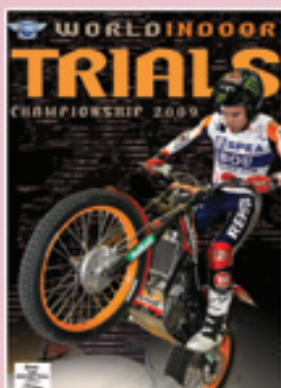
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SWORDY SAYS...

WAITING ON A FRIEND!

"I was kinda hoping one day I might get to ride it again and if it wasn't for Kevin keeping the bike I wouldn't have had the opportunity. It was great fun and not a lot different from what I remember. You've got to remember it's been seven years and bikes have evolved quite a lot since then.

"I really enjoyed riding it again and I think if you put it in with a load of new 125cc bikes it would still be strong. Obviously, compared to my 250F it's down on power but for a seven-year-old 125 it's really, really good. It's a lot lighter than my 250F and a bit slimmer but I took to it well, I didn't feel awkward on it and it's really nice to ride. When I was riding the KTM 125 that was the bike to have – you had to be on one to be competitive in the GPs back then.

"I think because it's a smaller bike it probably corners a bit better than my 250F – you can really throw it into turns. You can ride it so aggressively – I felt like I was riding it flat-out everywhere, on it all the time. The tabletop was a breeze on the 250F but on the 125 you have to get the corner right before it and get on the gas early just to clear it. So it's more difficult in some ways to ride but in others it's easier because you can attack things with a bit more pace.

"The bike is exactly as it was after the last race at Polesworth – I jumped on it and all the controls were exactly how I like them. Even the bars are still ever so slightly bent from my crash at the start of the second moto. And the handguards are on there which is something I normally wouldn't run but Polesworth was so stony we needed them.

"I prefer the four-strokes but coming from the two-stroke era I've got a great affection for them – the sound, the smell – it's where I learned to ride a bike."



Matt Winstanley, Tom Church and Swordy pose with the #2 machine – and Kevin's sons – at the '02 DBS



well it would remind me of some of the best years of my life. It felt like that moment when you just know it's going to be your night after you've made eye contact at the school disco or across a bar and that feeling is in the air. Great isn't it?

So in no time at all there I was – back at her place drinking coffee and then making out on the sofa, metaphorically speaking. I'm not joking here, the moment I threw my leg over this bike I was seriously excited. It just felt right, it felt comfortable and a place I wanted to be. Jesus, even the smell of two-stroke pre-mix wafting in the air smelt like sweet perfume. Before I got onto the track I blasted it up the entrance lane to the circuit and that alone was liberating. The buzz when the powerband really kicked in (remember them?) brought a grin to my face. I was blasting down the road into Happyland.

In typical bloke fashion that was enough of the foreplay – this was about me! I quickly got out on track and had an absolute blast. Less than a month ago I was riding Budds Creek on the best production bike I have ever ridden but it didn't satisfy me as much as this. If I could've ridden this bike around there I think I can honestly say I'd be happy to hang up my boots for good, safe in the knowledge it probably wouldn't get much better (no disrespect to Marshfield, it's a fine technical circuit).

Obviously, motorcycles – like almost everything else in life – evolve but as Stephen and I discussed does that really make them better? Of course a production bike is now a much more reliable workhorse with more

advancement but as a thoroughbred proven race winner this felt every bit as good as any modern two-stroke 125 that I've ridden. In fact, to me it felt better than any stock modern bike that I have ridden, maybe not technically but because it was fun and more of a challenge to ride. And that sums up the point Swordy and I were discussing. As the bikes evolve they are designed to make it easier for the rider which is all well and good depending on your reason for racing. Mine is the challenge of it and that's what makes it fun. If something comes easy and you don't have to test yourself as much then is it really worth doing? I'm sure there's a 'shooting fish in a barrel' world champion but who gives a s**t who he or she is?

Riding this bike was a great experience. It turned on a sixpence and the ergonomics were so different from a modern 250F. With this you were really sat in the bike, not on it. The front end didn't seem so detached as it does on the four-banger. Of course you only really notice this when you jump from one to the other and with the 125 I felt at one with the bike, that certain chemistry that's required in any good relationship. My confidence was high and I had instant trust in my new companion.

Four-stroke power enables you to steer with the rear because it hooks up so easily but with a two-stroke you have to turn or correct the bike more as they try to squirm about beneath you while under power (another reason why they are more of a challenge and more fun – put your mind back into the bedroom environment!). It was razor-sharp, so crisp and responsive.

Yeah, there was some bogging if you didn't get your gear change quite near the mark but compared to the modern EFI it really wasn't too much to write home about. Then there was that powerband. Oh my word, what a pleasure! Just around quarter-throttle it came rising up like the pain in your stomach after a kick in the hairy boys. Then it just seemingly pulled and pulled as I hooked gears without ever shutting off. I don't care if it was slower than the 250F or not, it felt like I was going quicker and it was far more exciting.

Everything about the bike felt great. The suspension was confidence inspiring – it's still semi-factory after all, seven years old or not. The front brake had a real factory feel – the lever in particular just feels great, it seems to mould into the crease of your fingers. It just epitomised why I can't get away from riding bikes no matter how hard I sometimes try. I didn't have to think – as is so often the case when things feel right, my mind was free. It really was my pleasure. I could bang on for another few paragraphs outlining the finer details of how good this bike is even now but is there really any need?

Kevin isn't going to sell it, probably no-one else is even going to get a shot on it, so you'll all just have to take my word for it when I say this bike is very much worthy of its moment in British motocross history. I was privileged to witness that moment and now I'm privileged to have ridden it. It may not have given me the pleasure it gave Swordy all those years ago but I certainly enjoyed our shared moments together – then and now...



GREAT SCOTT!

IF YOU THOUGHT THE TOUGHEST ONE-DAY OFF-ROAD EVENT IN THE WORLD WAS SOMETHING LIKE LAST MAN STANDING OR THE ERZBERG HARE SCRAMBLE THEN YOU'RE IN FOR A SURPRISE BECAUSE IT'S ACTUALLY SOMETHING A LOT CLOSER TO HOME AND INVOLVES MEN WHO LOVE LYCRA...

Words and photos by Suttly

In the world of off-road motorcycle racing most riders agree that the Erzberg hare scramble is the toughest one-day event in the world as from the 500 qualifiers who start it there are only 20-odd highly-skilled masochists who make it to the finish. Within that highly exclusive group who have successfully tamed the Iron Giant there are a select few Brits who know that there's a race that's even tougher to conquer and it's held even closer to home...

As the oldest recorded off-road motorcycle event in history and a definite source of inspiration for the Southern Scott scramble – the race that's widely recognised to be the first ever motocross – you could argue that the Scott Trial is the real daddy of MX but don't be fooled. Although it was indeed held a decade before the inaugural running of the Southern Scott, the original has always featured observed sections which no matter which way you bake it makes it a trial – albeit a time and observation one.

If you're wondering what one of them is then pay attention Bucko! A normal trial consists of a number of observed sections that all count towards an overall score for the day with a marking system of one for a dab (foot down), two for two dabs, three for three dabs or more and if a rider stops in a section, crashes or fails to reach the end cards then they'd pick up five marks. The Scott has 76 sections this year which means it's possible for a good rider to pick up zero marks on observation – if he stays feet-up throughout – while a particularly bad or unlucky rider can notch up 380 marks. The timed aspect however is a little more murky...

A maximum entry of 200 riders start the Scott at 20-second intervals with the fastest rider around the course setting what's known as standard time. That rider loses zero marks on time plus whatever they've lost on observation while everyone else will tot up their observation score plus one additional mark for each minute they're slower than the pace-setter – up to a maximum of 150 marks or two-and-a-half hours. If you've not finished by then it's game over... >>

scott trial

First-timer Jonathan
Richardson sets the pace
for almost the whole trial



With the object of the game being about covering the 70-odd mile course as quickly as possible while losing as few marks as possible it's not uncommon to see as many as four or five riders traversing any one of the 76 sections at the same time as nobody wants to sit around and waste time waiting for a clear run at the hazards. It can be carnage but all adds to the charm of the Scott. Adding to the charm/carnage – let's call it charmage – is the fact that the best riders start last and it's not uncommon for them to finish first. For example this year's standard time setter James Dabill passed 153 riders to reach the end of the trial first in a time of five hours, 13 minutes and 32 seconds.

The majority of the finishers can expect to be on their bikes for six hours or more which is partially what makes this event so tough. Six hours off-road on an enduro bike is longer than most normal riders can manage so you can imagine that six hours stood up on a trials bike covering miles upon miles at speed is killer – especially when you consider how bloody difficult and physically demanding some of the Scott sections actually are.

"To win the Scott you have to have mega bike skills and be really fit – it also helps if you like a bit of pain," reckons UK Gas Gas importer John Shirt Jnr who himself has a Scott finishers spoon or five and came drastically close to winning the trial outright not so many years ago. Shirty's blueprint for Scott success is pretty much an on-the-nail description of Graham Jarvis – a former top world trials rider, runner-up at Erzberg and the 2008 Red Bull Romaniacs champion. Grimbo's already won the Scott an amazing eight times and lines up in '09 as favourite to take another victory even though he's not ridden a trial at all this year as he concentrates on his new career as an extreme enduro specialist.

Another specialist in that genre to take on the Scott is Paul Bolton who himself has stepped on the Erzberg podium and won a stage of the Romaniacs. While there's no denying Bolts has some serious skills, good fitness and enjoys a bit of pain he's in no danger of challenging for the win as before the event even starts he'll be putting himself at a huge disadvantage. But how?

"I'll be the first person ever to attempt to complete the Scott Trial on an enduro bike," says Bolts. "The Scott has been described as the greatest test of man and machine – and that's on a bike that's made for the job!"

While some conspiracy theorists claim Bolts is only riding his enduro bike so he can attempt to set standard time the real reason is far less sinister. "I'm doing this to raise some money for the North West Air Ambulance that recently saved the life of a close family friend. Not many people realise this but the Air Ambulance relies totally on public donations – it receives no central government or lottery funding yet still provides a free service 365 days of the year. The importance of this service to both on and off-road bikers is absolutely vital."

The general consensus among trials fans in the starting field is 'he'll never make it round' or 'he'll never make it round within time' and remembering back to the Tough One a couple of years back when Michael Brown left the enduro riders for dead during the first hour I feel they might have a point especially seeing as though the obstacles and general going at the T1 are

nowhere near as severe as the Scott's.

FatCat Motoparc boss Martin Craven helps put the challenge into perspective. "It's hard enough to finish the Scott on a trials bike and it's definitely tougher than Erzberg and it's not just me who reckons that but everyone I know who's done both – Dougie, the Hemingways, Grimbo, Knighter, everyone. You've got to remember that Bolts is riding a bike that's twice as heavy as a trials machine and it's physically a lot bigger too.

"There are a lot of deep holes in the sections here where if you drop into them with a trials bike you can pull on the handlebars and get going again in no time but he's going to have to get off and struggle to lift his bike out if he gets stuck. If he has to do that once or twice it's going to start wearing him out but with 76 sections and all the hard, tight going in between I reckon he's gonna be knackered."

And to make Bolts' challenge even tougher the weather for this year's epic is rotten with visibility in the start field down to 20 feet due to a fearsome fog while a heavy bank of rain dumps its load over the Richmond area making everything super-slippery. Adding to the traction difficulties is the fact that after a drier than normal summer the river beds are mossier than usual which makes them slicker than ice as I find out when I dunk myself in the wet stuff getting set up to shoot section three – Orgate.

Only a few miles into the trial, the picturesque riverbed section that's laid out in front of a waterfall is definitely on the easy side but still takes a fair few marks from the 158 starters. All the top contenders make it through feet-up – Bolts included – and with the section being so easy and early it's hard to say who's riding well or running at a fast pace and leading the chase to the finish.

But a little further around the course is a section called Underbanks – section 12 of the 76. This is much tougher challenge and the ravine features five good-sized rock steps in a row that take a lot of marks from a lot of riders. At this point in the trial it's obvious that the early pace is being set by Scott first-timer but current World Junior champion Jonathan Richardson whose dad Gerald won the event in both 1983 and '85. Way up on time already the only rider who seems like he might be close to running Richardson's pace is Dabill who has surprisingly managed to pull clear of Jarvis.

When Grimbo reaches Underbanks' final step and his bike bogs as he blips the throttle it's obvious why he's losing time to Dibs and with no other choice he'll end up losing even more cleaning the carburettor of the jet-blocking crud it's sucked in.

With the main contenders long gone the majority of the crowds clear off too but a hardy few remain to see if Bolts can make it through without getting off to push. Amazingly he does and with the small crowd's gasps still ringing in my ears Paul throttles off towards Reels Head.

Surrender is the next section on most spectators' Scott tour and the 40 foot uphill rocky climb is a killer. Only 21 per cent of the entry make it through clean while 97 of the 149 riders still running pick up a three or five score. And this time Bolts is one of them as he foots his way through the section for a three but is still going surprisingly strong.

Brimming over the top with teen spirit, Richardson's still setting the pace while

Ian Austermuhle is obviously pushing hard too and passing riders with lower start numbers left, right and centre. Dabill loses a stack of time as he stops to fix a front wheel puncture while Jarvis continues to push on knowing that a good observation score could still see him place on the podium.

Nothing seems to have changed much in the running order as the riders race through the ravine and the two challenging sections in the Whaw Bridge group – sections 42 and 43.

The rain's still persisting down 25 sections later at Hell Holes where an impressively sized crowd impatiently wait for the first riders to attempt the deep flowing river and slippery rock steps of the 68th section. Richardson's still out front although Dabill – who started some eight minutes behind Jonathan – is only a minute or so back on the trail and pushing hard to catch the younger of the two Yorkshiremen.

Then comes the cavalcade. Within 10 minutes another 20 or so riders have piled through the section and another 80 will follow – most dropping three marks while the odd rider manages to stay clean or escape with a one. One of the neatest rides of the day in this section comes from Jarvis who stays feet up and doesn't seem to be in much of a rush even though he's still way down on time with less than five miles and eight sections to go until the finish.

It's in that relatively short blast that Dibs finally moves past Richardson to make it back to the finish as first rider home setting a standard time of five hours, 13 minutes and 32 seconds but he feels like he's not had the best day on observation.

Although Richardson's second to cross the line it's actually Austermuhle who's second on time – 12 minutes and three seconds (13 marks) behind Dabill. Richardson's third fastest (also 13 marks back) while Jarvis comes in fourth – 14 marks behind. With Graham looking like the tidier rider through the sections it's gonna be a close call when all the official observers' sheets are in and the scores tallied up but there's gonna be a few hours wait before anyone finds out for sure...

Before that though the other 75 finishers have to drag their arses across the finish line – each one bringing an amusing anecdote or two with them. There's the rider who's spent the last three hours stuck in third gear because he snapped his shift lever off in a bog, the rider who tied his rear tyre to the rim with rope after getting a puncture, the rider who buried himself headfirst in a Grouse Moor bog after hitting a rock...

Realistically it's a two-horse race between Dabill and Jarvis as both Austermuhle and Richardson admit their observation scores are going to be in the region of 50-plus while Dibs reckons he's only dropped between 25 and 30. After a long old wait it transpires that Dabill's guesstimation is actually a little low and he's dropped 38 in the sections to Grimbo's 22 which means that even with the extra 14 Jarvis picks up on time there's only one outcome – Graham Jarvis is now a nine-time winner of the world's toughest one day trial.

"I'm stunned to have won it this year," reckons Graham. "I've not ridden a trial all year so I wasn't sure what to expect from it all and after the problem I had so early on I really didn't think it was meant to be. Thankfully I was wrong and I'm very pleased to have won it and I'm glad there's still life in the old dog yet!"

scott trial

James Dabill sets standard time but his observation score costs him the win



SCOTT TRIAL 2009

RESULTS >>

1	Graham Jarvis	Sherco	36 marks
2	James Dabill	Gas Gas	38
3	Alexz Wigg	Beta	61
4	Sam Haslam	Gas Gas	66
5	Dan Thorpe	Gas Gas	68
6	Ross Danby	Gas Gas	73

World trials star turned extreme enduro specialist Graham Jarvis extends his Scott Trial record to nine wins



Early security bolts left a lot to be desired



Craig Robinson stays feet up



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BRAVO BOLTS...

...BUT HE'S GOT A SCREW LOOSE!

Around an hour-and-three-quarters after Dibs crosses the line riders are still coming past in dribs and dabs. While each finisher receives a hearty round of applause there's one rider in particular many are waiting to see – our man Paul Bolton. As the first rider in history to ever start the Scott Trial on an enduro bike he's also the first and probably only ever rider who'll be allowed to finish it on one too.

Not overly bothered about the marks lost in the sections or the 107 lost on time, Paul's just pleased to have completed his challenge and raise a healthy sum of notes for his chosen charity.

"After the first few field crossings I felt like it might have been a bad idea," says Paul. "I was slipping and sliding all over mostly due to the weight of the enduro bike with less than new trials tyres on! However, in the sections the tyres definitely proved themselves yet at some points they gave me so much grip that the steering became really heavy and that started to take its toll by the time the afternoon came around.

"I had forgotten about some of the treacherous sections – many of which aren't seen by spectators. Riding them proved to be very interesting! I was really chuffed to get some cleans on some difficult sections but then again some of the more straightforward sections required me to sit down and paddle!

"Some of the moor crossings were awesome on my enduro bike but in other more technical parts a trials bike was far more suited to nipping through the gaps and over the obstacles. Although I did enjoy the fact that I could sit on the seat and relax where the trials riders have to stand up and endure the pain!

"Thanks to everyone who made today possible, I would like to say I enjoyed it...but at least I raised a load of money for a worthy cause! Many thanks to the Richmond Motorcycle Club for allowing me to undertake this one-off charity challenge and of course Eurotek for letting me put my bike through such a gruelling event! But most importantly a big thank you to all of those who have generously donated. So far we have raised over £745 – £900 with Gift Aid added – for the North West Air Ambulance. It's not too late to donate and people can still leave a donation by logging on to www.justgiving.com/PaulBoltonScottTrialChallenge..."

Paul was eventually credited with a 77th place finish and picked up the Best Endeavour trophy – good work Bolts!

Daniel Greator grits his teeth and soaks up the suffering of Underbanks

Bolts exits Orgate – his performance is now the stuff of Scott Trial legend



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With the Lites West SX title, AMA 250cc National crown and an MXdN team win to his name, 2009 has been a stellar season for Ryan Dungey



W A I T I N G GAME!

HE WAS A SUPER-FAST AMATEUR WHO MADE A HUGE IMPACT ON HIS DEBUT IN THE PRO RANKS BUT RYAN DUNGEY'S HAD TO BIDE HIS TIME WHEN IT'S COME TO WINNING TITLES...

Ryan Dungey was a hand-picked prodigy from Suzuki's now-defunct amateur racing programme. Roger De Coster himself saw the potential in the young rider and moved him to the factory team almost straight out of the B class and he paid De Coster back with a slew of wins right away.

However, it took a few years before he won championships. In 2009, though, he won everything he raced – the Lites West SX title, the AMA 250cc Nationals and then the Motocross des Nations. He's the subject of this issue's interview in Stateside.

DBR: The thing about your season that was so great for me isn't just that you won every championship you competed for but that you were challenged in every one of them and overcame it. How much better is it to win like that instead of running away with it?

RD: "Looking back at this year it was great. I was able to get my first supercross title, my first outdoor title and then topped it off with the des Nations which was really amazing. But each and every championship series was a battle and the way I look at everything I've ever won, I've really had to work for it.

"The competition is really stacked and we had to keep pushing even on the bad days and on the good days try to keep them coming. We just wanted to keep the momentum throughout the season and it was a long one but in the end we knew it would be that much better if we could pull it off. Yeah, they're my first championships but I really had to work for them and that means a lot."

DBR: People would've figured you'd have titles in the very beginning because you won your first-ever supercross but it took you a while to put together all the pieces. You had the speed from the start but what was that process like for the first couple of years to put it all together?

RD: "Putting it all together was tough. I came in and won my very first supercross race – which a lot of people really can't say they've done – but it just all happened so fast! I knew what I wanted to accomplish but at the same time it took some time to figure out – not just in racing but in my life. And it took a couple years, a lot of falls and a lot of disappointment. But in the end that only made me want it that much more."

DBR: Last year with the supercross championship Jason Lawrence got in your head and more or less ruined your title chase. Did you learn anything from that?

RD: "Yeah, for sure. That whole '08 season was a big learning experience. I learned so much. I've never dealt with something like that before, where I was racing a guy like that. And it wasn't that it was getting into my head, it was more that I was trying to hang on to something so hard that it messed me up. I really had the wrong mindset going in. You can sit and think and try and look back at what you could've done differently but I wouldn't change anything. It all happened for a reason. I just had to take the good and move forward and that's what I did."

Racer X's editors at large. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...

Steve Cox is an American moto-journalist who follows the entire AMA SX/MX tour. Since moving on from US weekly Cycle News he's struck out on his own to do the freelance thing and recently became one of

STATESIDE

DBR: The last race of the supercross championship at Salt Lake City, you were definitely riding defensively because you didn't want to have anything happen but it also got people thinking that maybe you're still nervous about winning a title because of your past failures. How tough was that last round on you?

RD: "It was tough. You throw it away a couple times and you definitely don't want to throw it away again but I really didn't have that in my head. I had to let that go and move forward. Salt Lake was probably not my best performance but at the same time the track was gnarly – it was the most slippery, inconsistent track because it had been raining – and then there was the altitude..."

"The whole night was tough. I knew it was going to be a tough night going in but I knew I could do it and I got a good start and just tried to ride consistent laps. I wasn't going to throw it away. I knew I could have probably have gone for the win but we knew what the bigger picture that night was. Thankfully, I was able to get my first championship. I was a little tentative maybe but that was the first one and it's usually the toughest one. Once I got that one out of the way it was a lot better because I could build off of it."

DBR: Then you went outdoors and it pretty much came down to exactly what we thought it would with Christophe Pourcel and you being the two fastest guys on a consistent basis...

RD: "I really didn't know what to think. We had so many different guys coming in that I figured we just needed to show up at the race and see how things played out which was cool because we were able to win the first race. But it was weird. I'd get in the points lead after the first moto and then I'd have a little tipover the second moto. It was just cat-and-mouse the whole time."

"There were times when there were tough weekends but I knew I had to keep my head down and forget about it and concentrate on the next race."

Anything could happen at any moment and until it was over I wasn't going to stop. It was just a matter of who would be on top and it came down to the wire. But it kind of bummed me out that he down-played it like he didn't ride as hard as he could, that was pretty low. But he has his point of view and I have mine."

DBR: Then you headed to Italy to represent the USA at the Motocross des Nations racing a 450...

RD: "Going into the des Nations it was definitely one of those times where you really didn't know what to expect. I guess I just tried to have an open mind and be positive. I knew the track was going to be different – and it was – and moving up to the 450 was a big step. It was one of those things where, thankfully, I felt comfortable on the bike which helped my confidence. But going there was cool because it was an opportunity I really was looking forward to and thankfully we had a great weekend and had some great results."

DBR: Can you talk about the difference in pressure between racing for a championship and racing for the Motocross des Nations title?

RD: "Going there you're racing for your country and everybody's looking at you. You don't want to let your country down. At the same time you want to get good results so it's easy to want to overthink the whole thing but you need to just chill out, race, do what you know how to do. It's definitely a lot of pressure, though. It's the Motocross des Nations and we're in a totally different country and all eyes are on us to repeat."

"It was really cool to be able to pull it off, especially going in with the kind of doubt people had. But we can't control that. All we could do was race and I believed in us from the start. I believed that Jake [Weimer] and Ivan [Tedesco] and the whole team, if we put our best foot forward we could do it and it was cool to bring it home the first time there. I'm just really thankful for the opportunity."



Winners are grinners

Dungey soaked up season-long pressure from Christophe Pourcel to lift the 250cc National crown





Dungey leads Team America's charge in the MX des Nations



DBR: Would you say there was more pressure there than at Salt Lake City or Steel City?

RD: "It was heavier but different. It wasn't a 12-round series or an eight-round series, it was just a one-day event. You've got 24 hours of pushing through and, no matter what happens, making the best of it all. But once you got out there it was good. It was the pressure off the track that was tougher. Once I was on the track racing it felt fine. It was fun. The racing was enjoyable, actually."

DBR: What about when you took the lead the second moto and started pulling away? Now you're leading at the Motocross des Nations...

RD: "Well, sitting behind the second-place guy, I wanted to win but I felt faster and knew I could make the pass but I also knew if I did it I was going to stick it and go. Nothing changed. I just wanted to get in the lead and race my lap times and that's what I did. I just had fun. I wasn't going to let anything else get in the way."

DBR: I saw the video at the end of you and how you wondered if the team won. That was pretty emotional, wasn't it?

RD: "Well, going in we were a little bit down in points so I didn't know where everybody else finished. There were two pitboards when I came across the pit lane and I saw mine but I didn't see Frankie's [Tedesco's mechanic]. All I saw was 'MX1 Champ' and I was thinking 'that's cool but what about the USA?' so I didn't know what to think. I crossed the finish and this guy goes 'you won!' and I was like 'I know but what about the team?' and he goes 'you won!' so I was just blown away. I waited for Ivan and when he came over it was just awesome. I didn't want to be pulled to the podium. I just wanted to celebrate and congrats to the team. The whole podium

ceremony with the national anthem, it was just too much. I was almost in tears. It really made me proud to be an American."

DBR: Going into 2010 I would imagine that having had that pressure and dealt with it that has to change how you can approach things in the future.

RD: "Yeah, for sure, it all really helps. You're dealing with the most pressure in the world over there and don't get me wrong – because it feels great – but it's not where it ends for me. You can't settle there. It's the biggest highlight of my career but I'm still moving forward. Next year, 2010, that's the next thing in sight and I just want to be honest with myself about it. All that experience does help for what's to come in 2010."

DBR: Everything is a learning experience, good and bad...

RD: "Yeah, you're never going to forget what that felt like and I want to make sure that I don't feel those bad things again."

DBR: I've heard a lot of people say that the reason they have such a push to win isn't because of how good it feels to win but more how bad it feels to lose...

RD: "Right!"

DBR: Have you figured out your number from now on?

RD: "No, I have two options with #5 and #6 but I haven't made my decision yet. Once you have it, that's it, so I want to make sure I get one for the right reasons. You have to work for a single-digit number and that makes it that much better once you get it on the bike and run it. At the end of the day, though, the number's just a number."





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CAKEWALK!

JAMES STEWART GETS YAMAHA'S 2010 YZ450F OFF TO A PERFECT START – AND PICKS UP \$100,000 INTO THE BARGAIN – WITH TWO UNBEATEN NIGHTS AT THE US OPEN...

Sure, the 2010 Yamaha YZ450F looks odd. That much goes without saying. But the real question from the beginning has been 'is it any good'. Well, if you ask James Stewart – the defending Rockstar Energy Drink US Open and Monster Energy AMA Supercross Champion – the answer must be a resounding "yes".

Having not raced since the last time the AMA series was in Las Vegas, Nevada, for the finale of the SX championship it's easy to wonder if James Stewart is going to have any rust on his racing skills. But the odds-makers in Las Vegas obviously don't believe he will, placing him with 6/5 odds to win, while other top racers such as Ryan Villopoto – a surprise entry into this year's event – start with a 20/1 line.

This year's event features two nights of racing – just like normal – but changes to each night's programme include a mechanics' race where the nine mechanics for the bikes that make it into the Main Event through the heat races must remove the rear wheel at the drop of the gate, replace it and then run it down the start straight to a line drawn across the track. The winner of this event on both nights gets one point toward his rider's overall finish in the US Open which is otherwise scored very similarly to a normal supercross.

The only other variable is that the top 10 qualifiers draw numbers out of a hat for five head-to-head races to start the night and each of the five winners also earn a single point towards their weekend total.

NIGHT ONE >>

San Manuel Yamaha rider James Stewart is the fastest qualifier going into the night programme and easily wins his heat race and his head-to-head race. But when the mechanics' race comes along his spannerman, Oscar, gets beaten. Instead it's Davi Millsaps' Honda Red Bull Racing mechanic Carlos Rivera who grabs a seemingly easy win.

But when the Main Event rolls around it's all Stewart again. Stewart grabs the holeshot over GEICO Powersports Honda's Dan Reardon and then he absolutely splits, eventually winning by a massive amount. At about the halfway point Reardon succumbs to the pressure exerted by Millsaps who grabs second while the Aussie holds on for a strong third place.

"More than anything this weekend is about consistency for me," says Millsaps after Friday night's runner-up finish. "I haven't been the best at putting together two nights' worth of results – or two weeks in

a row – during the regular supercross or motocross season so that's what I'm hoping to come away with. Tonight was nice but I'm hoping I can back it up tomorrow night."

About seven or eight laps into the race, while coming up through the field, Villopoto pulls into the mechanics' area and his mechanic tugs repeatedly on the left side of his KX450F before Villopoto drops out of the race. "I hit a Tuff Block, bent my shifter and it was like seven laps in or something so I had to pull out," explains Villopoto.

NIGHT TWO >>

Again, Stewart is the fastest qualifier on the track which is redesigned for the second night of racing but this time Australia's Dan Reardon is the second-fastest rider coming into the night show, brimming with confidence from his night one finish.

Villopoto is one of only two riders to beat Stewart in a premier-class supercross race when Stewart didn't fall – having done so last year at Seattle and again the following week in Las Vegas (the other rider isn't Ricky Carmichael but rather Chad Reed who did it in Canada a few years ago).

Perhaps feeling the pressure of trying to repeat as the wrench-race champion, Millsaps' mechanic falters on night two and the win ends up going to Chris Blose's mechanic Matt Jory so Millsaps loses out on the additional point.

At the start of the Main Event it's Reardon who takes the holeshot but it lasts two turns before Villopoto shoves him high in a turn and takes over the front position. Mired in the pack, Stewart makes short work of the entire field in the first few turns and sits third as the racers start their second lap. Millsaps is well back in the field.

Remarkably, Reardon holds off Stewart for nearly five laps before Stewart loses patience and runs into Reardon in a tricky turn right after the whoops. "I came in so fast, he cut down and I was on the inside," Stewart says. "I was going to square him up but he cut down and I just hit him – it actually bent my wheel."

Reardon gets the message and a few turns later Stewart is into second place. "Man, look at this!" Reardon says after the race, pulling up his sleeve to reveal a massive bruise on his upper left arm. "He hit me hard."

Stewart immediately sets out after Villopoto, who at this point carries a whole straightaway of a lead. ➤



James Stewart gives Yamaha's brand-spanking-new 450F a winning debut in Las Vegas

US OPEN

RESULTS

OPEN FRIDAY

- 1 James Stewart
- 2 Davi Millsaps
- 3 Dan Reardon
- 4 Matt Goerke
- 5 Christian Craig
- 6 Cole Siebler
- 7 Tyler Bowers
- 8 Nick Wey
- 9 Chris Blose
- 10 Michael Byrne

OPEN SATURDAY

- James Stewart
Ryan Villopoto
Davi Millsaps
Dan Reardon
Michael Byrne
Matt Boni
Nick Wey
Ezra Lusk
Tyler Bowers
Chris Blose

OVERALL

- James Stewart 53 points
Davi Millsaps 44
Dan Reardon 40
Ryan Villopoto 31
Michael Byrne 27
Nick Wey 27
Tyler Bowers 27
Chris Blose 26
Matt Boni 25
Matt Goerke 18

Stewart takes the holeshot as Bobby Kinyr bails out



Luckily for Stewart, Villopoto has only been on the bike for a couple of weeks following his knee surgery and he clearly isn't in racing shape just yet because the gap narrows quicker the longer the race goes on. "Oh, yeah, I was tired," Villopoto admits later. "I'll say that. I was tired pretty early. Not, obviously, to where I couldn't ride but to push that pace to run with James, I didn't have that edge..."

Stewart catches Villopoto and passes him in the whoops but as he turns down to exit the following corner Villopoto hits him and retakes the lead.

"Actually, I didn't try to do that," Villopoto laughs. "I wanted to come in on him but he came in in the middle of the whoops and then went into the turn. I thought he was going to go into the turn in the middle and fade to the outside but he pivoted pretty quickly and I basically ran right into the side of him. I didn't mean to but obviously I wanted to try to put a little bit of a move on him so the crowd would have something to cheer for!"

A couple of turns later Stewart takes the lead back and that's it for the race win. Stewart debuts the 2010 Yamaha with a two-night sweep at the US Open, Villopoto hangs on for second on night two

and Reardon solidly holds third for most of the race until phantoms take his mind off the game and get him thinking about other things.

"Things were going good for 10 or 12 laps and then, believe it or not, I thought I had a flat front tyre," Reardon says. "I was checking it out and I could tell it wasn't completely flat but I thought it was going down and I was cautious. I didn't want to drop it or crash. Then I don't know what I was thinking but I saw that it wasn't flat and by that time I struggled to regroup. I couldn't get my mind back in the race. Everything kind of went out the window. I tried to regroup but Davi got past me."

So Millsaps takes third on the night and second overall for the weekend (along with \$35,000) and Reardon takes fourth on the night and third overall for the weekend (along with \$20,000). But Stewart takes home the lion's share with \$100,000.

"When I'm out there racing the 100 grand doesn't come into my mind at all," Stewart says. "All I cared about was getting Ryan and riding my best. It hits you at the end that 'damn, I won 100 grand tonight!' but when I'm out there racing I'm doing it because I love motorcycle racing and I race for pride."



Michael Byrne chases down Josh Hansen

BLUE MAX!

OUR STATES-BASED BRIT IS READY TO RACE A BIKE THAT DOESN'T MATCH HIS HAIR COLOUR

Words by MAX ANSTIE Photo by STEVE COX

I'm back to full fitness and have been working and training to get myself ready for the supercross season coming up in 2010. I haven't done any races this month, mainly because it's pre-SX season and we are focusing on getting everything in place for that. At the moment I'm still training on the KTM but by the time you read this I should be all set on my Star Racing Yamaha, busting laps with my team-mates around the supercross test track.

This month I have just been perfecting some of my skills on the supercross track and have really been feeling good with motos and fitness. At the moment my dad has flown back to the UK to see my little brother for a week. I decided not to go back because anytime soon I should be getting my Yamahas and wanted to stay training.

My Latvian buddy Kristers Teko is here training with me and English mates Emma and Shane from the UK came over for a week's holiday with two more of their friends for the Anstie Adventure Programme. We've got a programme where you guys from the UK can come over to train and ride with us and check out all the cool tracks over here. So for any of you guys wanting to come over here email Dev at devinmitchell@rocketmail.com or talk to Ems and Shane at the UK Supercross series.

I'm really looking forward to the up-and-coming supercross series. As you all know I have raced a lot of supercross as an amateur and those of you that trained with me in England know that the facility there is very supercross orientated and I have been training a lot on the KTM test track over here too.

One thing I have learnt this year is that in the outdoors in America it helps a lot if you're big and strong but with supercross that is not the case. It's all about finding a rhythm and being able to feel controlled in the small environment. Anaheim 1 is rapidly approaching and now finally everyone is getting things sorted out for next year. I've been working hard with the physical, mental and skills side of things and I can honestly say that I'm ready for supercross.

Oh and one more thing – I finished my last driving lesson! But I still have to wait until January to get my licence. Talk to you next month...

Max



Max is all set for his move to a Star Racing Yamaha

MAX POWER

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ROGUE SERIES
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SERIES

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(C) RED

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(D) BLUE SLASH

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(E) BLACK SLASH

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(G) OLMEC GREY

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YOGI BARES ALL!

WHILE THE 2009 ROCKSTAR US OPEN ON THE WHOLE MAY HAVE BEEN A BIT UNDERWHELMING THERE WERE SOME HIGHLIGHTS – SUCH AS THE COMEBACK OF EZRA LUSK...

Words by STEVE MATTHES Photo by STEVE COX

The 2009 Rockstar US Open has come and gone and, truth be told, it was an underwhelming race this year. As many of you know, the MGM Grand Garden Arena in my hometown of Las Vegas hosts the event and, although they bill it as a supercross, it's an arenacross through and through. The race goes in and outside the arena and produces lap times in the low 40-second range. Actually, come to think of it, the San Francisco supercross was only two or three seconds longer than that so maybe it is indeed a supercross!

I've gone to every one of these races except one year when I think I either forgot about it or my rider didn't want to race it and I wanted a rare weekend off. Anyways, they started off as real snoozers mostly because Jeremy McGrath – the King of Supercross – didn't take part and the riders seemed hungover from sampling the world-renowned Vegas nightlife.

There were some interesting races in the those early years with Damon Huffman winning the very first event and who can forget Jeff Emig winning the 1999 race when he was coming off being fired from Kawasaki and a complete privateer? That was an unexpected win as was Jake Weimer on the Factory Connection Honda winning the second night of racing in 2007. Add to the fact that he was on a 250F and that he beat Chad Reed, Andrew Short and Tim Ferry and that's even more amazing. Grant Langston won that year with a 5-2 or something like that.

This year's race was interesting from a couple of different angles but unfortunately for the fans it wasn't interesting from a 'who's going to win?' angle. James Stewart showed up and whupped on up on everyone. It wasn't even funny really, him and the brand-new 2010 Yamaha 450 were in synch on their way to Friday and Saturday night wins. What was interesting was Monster Energy Kawasaki's Ryan Villopoto racing his first race since knee surgery ended his season in May and the return of Ezra Lusk.

That's right! Ezra 'Yogi' Lusk was back and for the old-timers in the crowd it was a time to sit back and reflect on when Lusk would give MC a run for his money back in the day. The now 34-year-old father-of-two explains his decision to come back in this interview...

DBR: Ezra, great to see you back and a good race

tonight – can you tell me about it?

EL: "Well, it was a long weekend. It didn't start out very good, I just couldn't go around the track at all to be honest. The moment was overwhelming really, it was bigger than I expected it to be. The whole atmosphere was overwhelming to me to be honest. I just couldn't do anything with it, I couldn't turn on the switch. I couldn't ride the 450 four-stroke like I used to be able to ride the 250 two-stroke. The switch was turned off. Today it came on a couple of times, in the heat race it came on when I had to catch the guy for third place and it was on a couple of times. I felt bits and pieces of it. I never felt like I was back to be honest."

DBR: How was the Main Event for you?

EL: "It was just guys everywhere, guys in front, back – what to do and where to go? I saw Michael Byrne and Davi (Millsaps) right there in front of me and I wanted to stick with them and ride a good pace. I started holding on tight and then it went downhill for me right there. I don't think I got my heart rate over 150 out there. I just couldn't hold on and I just couldn't go anywhere. I just wanted to keep it on two wheels, get myself some results and do the jump sections."

DBR: Anything out there surprise you from your long lay-off?

EL: "Well, I mean the pace was fast. All the guys are going good and I have much respect for everyone out there. I don't want any interview that I do to come off the wrong way and I have tons of respect for those guys and they all train hard. I think I could go the pace, Bubba seems to go out there and knock off a second every time he goes out there and that's tough to do."

"I think for me, I understood how bike set-up is so beneficial to a rider. Through the mail we set up the suspension three times. That's not going to cut it with these guys. You know as a factory mechanic that is not going to make it work when you're going against guys like I raced tonight. I have to get a good set-up for sure, that bit me all weekend. For my awesome suspension that I have I can get it set up way better."

DBR: In a weekend that lacked serious buzz and wonderment on who was going to win, you seemed to get a ton of people talking. That had to make you feel good?

EL: "That did make me feel good but then again after yesterday I got over the moment and I said to myself that I was here to race and I need to get ready or I'm going to regret ever going. Today when I showed up, I put in some fairly good laps and a good showing. I knew that I wanted to put in a good showing in the heat race and I don't know how those guys got so far in front of me – when I got in fourth I had some seconds to make up. It was cool that I put my head down and caught up to him pretty quickly because I couldn't do that yesterday [Friday]."

DBR: So was this race a success for you?

EL: "I would say yes. Most people would say that because I didn't qualify the first night and I got eighth tonight. That's past mid-pack. Well, at the end of the day I have to look at where I came from what would have happened if I had put some serious testing in on the bike. The short notice was another factor. I got better almost every time I went out on the bike and I built on something."

DBR: So have you decided on what you want to do and if this comeback will involve another shot at supercross?

EL: "Well as far as a job I really just...the next couple of weeks will tell the tale. I haven't searched around that much to be honest. [Pause] I just really wanted to come out here and find out if I want to race a motorcycle again. Maybe I really jumped the gun by talking about racing next year, I don't know. It's up in the air and I think it's up to me. I have someone who can put something together for me if I want to pull the trigger."

DBR: So we should know something in the next month or so?

EL: "No, should be a couple of weeks. I'm either going to do it or not. I can go pick up a tennis racket if this doesn't work out. I want to do this, I don't mean to say I'm not committed because I will be. I'm not going to waste my time. I have to feel like I have a chance, I have no desire to go out there and ride around in eighth place like I did tonight."

DBR: Who do you want to thank for this deal?

EL: "Entity Motors, big thanks to Suzuki, Showa, MB1, Wiseco, Fox, Oakley and Decal Works for all their help."





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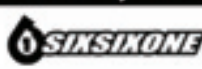


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COPPINS: NYPD at Mallory! I've been a Josh fan for some time and when he walked to the line in aviators and black trucker cap this snap was hard to resist



MOVING IMAGES!

IN THE PURSUIT OF MAINSTREAM APPEAL GP MOTOCROSS HAS BECOME HOMOGENISED, STERILISED AND COMMERCIALISED – SO ARGUES INTERNATIONALLY-RENOWNED PHOTOGRAPHER PAUL BLISS. BUT THROUGH HIS VIEW-FINDER IT'S STILL THE BEAUTIFUL, BONKERS SPORT HE FELL IN LOVE WITH... Words and photos by **Paul Bliss**

Motocross is going through testing times...

I find myself at a press conference on the eve of the MXdN in Italy. It's one of the few I have been fortunate to attend this year while photographing four world championship races, much less than in years previous – a testament to the economic times and the climate for photographers like me on this tour.

Charismatic Youthstream president Giuseppe Luongo has just announced a 'new era' of 'more open dialogue' in our sport and my jaw just hit the floor. Luongo is the man who has been the catalyst for much change in the sport of motocross – and the target of much criticism. His comments come off the back of a difficult year. Just three weeks ago his reaction to direct criticism of Youthstream – and his leadership in particular – from British team manager Mark Eastwood almost certainly led to Eastwood's removal as manager by the ACU.

As an outsider you either love or hate Luongo but I guess that's par for the course for a man in his position. If he has achieved one thing, the

Italian has placed himself at the top of the pile of significant people in our sport and this press conference is a testament to that.

"Any questions?" There is a deathly silence. Not a single journalist rises to the challenge – I don't either but then I am not a journalist, even though I find myself penning something out of this.

Call me old fashioned but I have never understood this blind drive for perfection that has almost overrun our sport in recent years and brought with it a level of professionalism that is at times profoundly boring. Don't get me wrong, radical change has brought significant improvements – the paddock in Italy is excellent – but have we not all tired of the rehearsed podium speeches, the sponsor name checks?

Sure, motocross is an industry now, drawing commercial dollar and paying professional fees. But it's like we have over-compensated for the fact that MX is relatively small compared to the likes of F1 or football or NASCAR and tried desperately to rise to their level by homogenising the sport, sucking from it so many of the facets that made it unique in the first place. There has

never been anything normal about racing dirt bikes around a field and why should we want there to be? I just love the fact that motocross looks so damn good.

Outside 60,000 fans are queuing at the gates in search of something above and beyond that which those of us who have jobs in the industry are inclined to forget at times. Motocross is a sport unlike any other and they love it with an animal ferocity. And the sheer scale of the des Nations – the biggest single event in the world calendar, an event steeped in history and MX folklore – serves as a timely reminder of who owns motocross. It's not the teams. It's not the press. It's not Youthstream. It's the fans and anyone driven to ride a motorcycle in this way.

So did Giuseppe Luongo mean what he said? Will motocross climb out from behind itself and reveal to the world what we all love about going to battle on motorcycle. No-one can answer that yet – but time will tell.

Motocross is going through testing times – but they are interesting times...



TOP: David Philippaerts jumps into the rhythm section at Franciacorta – this was one hell-raiser of a track...

RIGHT: This is what it's all about for me – without fans there is no event and Italy is home to some of the most passionate in the world





MXdn: Billy Mac goes down in the first turn of the MX1/Open moto and takes Australia's Chad Reed with him – moments earlier Antonio Cairoli had cartwheeled out. America wins, again...





ABOVE: Fans outside the Franciacorta circuit early on Sunday morning – nice hair!

TOP: Gautier Paulin and Joel Roelants bang bars in Brazil – one of the best tracks of the year, this section (nicknamed the 'Brazilian Butt') was its centrepiece

LEFT: Ken Roczen runs a new take on an old 'post race' look – the tilted cap – while the Brazilian media home in on the rising star



BRITISH GP: Marvin Musquin leads the MX2 class at Mallory. When you shoot a big race in the UK it's hard not to remember the fantastic images from Farleigh in the '80s that showed so much crowd





ABOVE: MX1 action from Brazil. In the mix is Marc De Reuver who, back in February, I tipped as my fantasy league winner. It's been a problematic year for the Dutchman

BELOW: Steve Ramon holeshots the Brazilian GP – when I arrived at a rain-drenched track on Friday Justin Barclay predicted dust by moto two on Sunday. He wasn't wrong...

BELOW LEFT: Swordy gives Belgian Jeremy Van Horebeek a love tap in a Mallory rut





MAN UP!

ANGRY GEOFF TAKES HIS MATE'S 250 EXC-F AND TREATS IT TO AN EXTRA 30 CUBES TO CREATE AN XC MONSTER...

Words and photos by Geoff Walker

Here at DBR HQ we are going cross country crazy. This month the Mayor of Neva Rite's 250 EXC-F Six Days special is coming under the spanners and getting a hefty helping of extra cubic capacity with the fitment of a 280cc kit to power the puppy right up. The bike also needs a little lightening for the closed course so the lights just have to go – the beauty of the KTM is the fact the lights can be temporarily removed from service with no ill-effect to the running of the bike

The 280 kit for the KTM is from the official range of hard parts available for the bikes so you know there is going to be no stress when it comes to parts missing, info needed or running specs required. The kit consists of a cylinder, a piston kit and all the required gaskets. Fitting of the kit is reasonably straightforward but if you are not oozing with mechanical confidence give this one a massive swerve. I will keep things simple but as you can appreciate this is not a job you want to make mistakes while doing. That could be costly in fact, muchos costly. The Mayor machine is running fine so needs no re-setting or measuring of any valves etc during this re-fit and, as is my usual challenge, the job must be done with the absolute least amount of tech extras or special tools.

First off, you must make sure the bike is

clean. I whipped the tank off and washed under there and around the top end of the motor with a normal hose and soft brush to get it all free from loose crud. A good clean saves loads of time during the job as you can crack on without digging dirt out of every part of the top end as you work.

A steady and methodical approach to any four-stroke work is required so make sure you have a clear area to set all the parts in order and position as you disassemble – this makes things much easier when you are on re-build duties.

With the tank already off and the area clean and dry it's time to crack on. Whip the exhaust pipe off. Then the coolant must be drained and in true speedy fit fashion it is cool to loosen the carb rubber boot at the front position where it joins the head intake, loosen the sub-frame bolts and remove the lower bolts, then simply swing the subframe and carb as one unit away from the head and tighten the top bolts to hold the unit out of the way. The radiators can stay in place on the KTM during this operation with just two hoses having to be disconnected for the removal of the head and cylinder.

Plug cap off and all wires and cables out of the area and it is time to get into the opening of the motor. The cam cover is the first part to go and then it is time to find top dead centre. This is

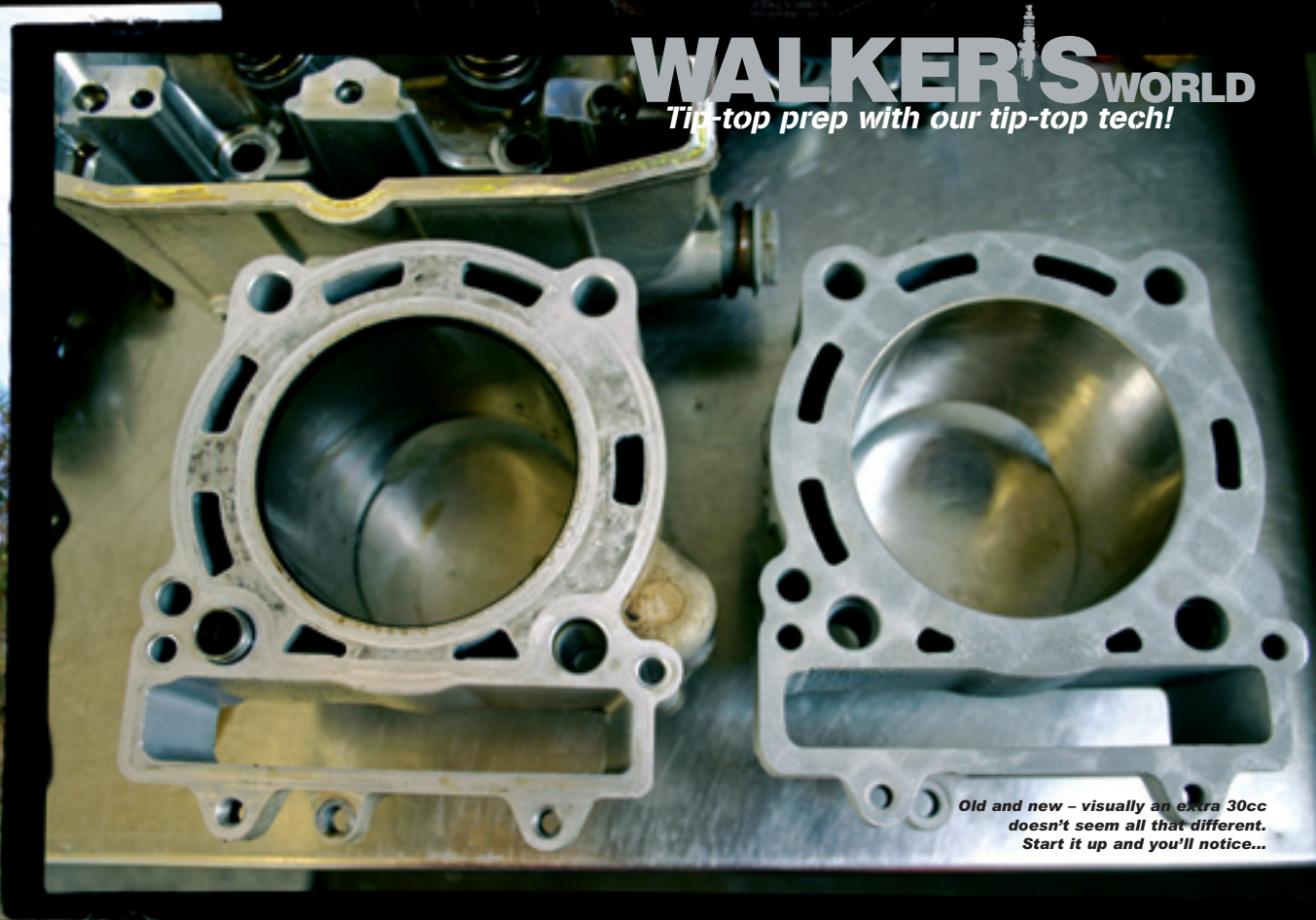
simple on the little Toomer. I usually turn the motor over a couple of times with the kickstart then simply ease the piston up to TDC on the compression stroke where the two small arrows on the cam gears meet in the centre and point at each other. This is now the point where everything can stay simple with this quick job. A tip when doing this kind of job is to draw around the position of the cam lobes so you know they are going back into place as they came off when you rebuild. The motor should stay at this point during all the next steps.

The cam chain tensioner is located at the front of the head and this must be loosened, I take off the outer cover bolt then the inner is loosened to take the tension off the cam chain. I loosen the retaining bolt from the other plastic cam chain guide at this stage to make removal of the chain from the gears easier. With all reference points sorted it's a matter of carefully removing the cams from the holders. Loosen the top bolts and work the top half of the cam-holding housing loose and set on your clean surface as you remove it, then carefully remove the intake cam followed by the exhaust cam.

Make sure the cam chain doesn't drop into the bottom at all times as it has the possibility of skipping a tooth at the bottom end. Use a magnet or some wire to hold the chain during all

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Old and new – visually an extra 30cc doesn't seem all that different. Start it up and you'll notice...



Check the timing marks carefully



A new piston and barrel are the main parts of the kit

stages of strip down and building. The lower half of the cam holder must be removed next, this comes away as a complete unit with the 'fingers' all in place. The head is now ready to remove.

When the head is out of the way the cylinder is next and finally the piston. Make sure to stuff some rag or paper roll below the piston when removing the retaining clip – if this pings off and into the bottom end of the motor you really are in the s**t! Okay. All parts have been removed and it's time to get the 'extra 30' fitted up.

It is probably a good idea to fit the new base gasket at the earliest moment so you don't forget to do it... Make sure gasket surfaces are clean before fitting any new gasket. Set all the new parts into order with the other parts to be re-fitted. Four-stroke pistons are a bit of a fiddly unit to fit into the cylinder as there are a few rings to get into place. The piston should be assembled and fitted up with the rings in the correct spacing arrangement according to the instructions and one piston clip should be fitted into place. Coat the piston, rings and new cylinder bore with your chosen four-stroke oil, compress the rings evenly and work the piston into the bore of the new cylinder while you have it on the bench, making sure the piston has its direction arrow pointing towards the exhaust/front of the cylinder as it will be fitted on the motor.

With the piston in place and the gudgeon pin part of the piston showing from the bottom of the cylinder simply lower the unit into place on the small-end and push the lubricated pin into place followed by the piston clip, remembering again to have some rag in place so the clip cannot fall into the motor. When the piston is fixed on simply and carefully lower the cylinder down into place making sure the piston stays at the top of the stroke. When the new cylinder is fully lowered into place the piston should be sitting at the very top of it. That is the most fiddly part of the job done and as long as the cam chain has been kept under tension and control and the piston is sitting at TDC you are on the home straight.

Head gasket in place and head lowered and fitted into position is easy stuff, at this stage make sure the inner chain guide is replaced in position. Torque the head down to the recommended settings. The lower cam housing is next – make sure the cam chain is in its running position when you fit this part as it has a protruding lip which the chain needs to be each side of. Remember to lubricate every part you fit from this point onwards. All sliding surfaces must be well lubed.

The 'fingers' can be held up when fitting the lower cam housing section and then dropped into

their place, resting on each valve. The cams should be fitted into place one at a time making sure that when they are in place with a small amount of tension where the cam chain tensioner will be holding the chain, the gears match up with the arrows again pointing at each other in the correct place. The top housing can now be lubed and fitted into place, torqued down in a criss cross pattern and checked again for lube and position.

Push the cam chain tensioner ends so it compresses and holds, then fix it into place and use a screwdriver to release the tension so it finds position pushing and tensioning the cam chain. At this stage check to make sure every fixing is in place and tight. The cam cover is next in line, followed by the refitting of the rad hoses and filling of the radiators with new coolant.

The carb and subframe is next to fit, spray a small squirt of brake cleaner around the rubber boot and it will slip back onto the intake a little easier. The weapon just has to be fitted with trickness so DEP floated a Bobby Dazzler slip-on quiet silencer down the M4 for the puppy and with the rest of the parts fitted up and fresh oil in the motor the beauty fired straight up and sounded sweet.

Job done so we are off riding – don't work too hard!



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GOT A MOTORCYCLE MALFUNCTION? THEN GET IN TOUCH WITH OUR TIP-TOP TECH AND YOU COULD SORT YOUR STEED AND WIN AWESOME ISO2 SWAG – DOUBLE BONER!

Words by Geoff Walker

WHAT'SUPSKIPPY?

I just bought my first MX bike at the age of 42 despite my work colleagues thinking I am getting too old to take up such a sport and I'm loving every minute of it. We've been going to Cusses Gorse for the past few weeks which was a bit of an eye-opener the first time around the track – sorry guys if I've been getting in your way but I'm still learning.

I am not sure if I am a complete numpety but I have noticed a lot of rebound on landing and I'm finding this harder to deal with than the jump itself. I understand the suspension can be hardened but is this advisable? I'm trying to understand when you would harden the suspension and when to soften it. I know this sounds stupid but I'm trying to grasp the correct concept as I feel a bit like a kangaroo on the track at the moment.

Andy Hart, Berks

At 42 you're just reaching your prime! Congratulations on getting into our great sport and don't worry about your work colleagues, let 'em go to the pub while you're out tearin' it up!

Your problem could be a couple of things. Firstly your suspension could be working a little bit fast in its stroke, therefore not giving you a great amount of control when landing from the heady heights of some of the Cusses boosters and secondly the problem could be down to a little bit of riding technique.

Your suspension is key to your safety and enjoyment of your day's riding. Make sure your sag is set correctly so you have a good balance across the bike from front to back – you should run with around 90 to 100mm of sag on the shock when you sit on the bike. Make sure the action of the suspension does not feel too fast, you should be able to feel resistance in the stroke when you push down and let go of the pressure on the bike's suspension. If the front or back ping back really quickly you will have to slow the rebound down using the adjuster screws.

You don't say what your bike is but check your manual for the correct adjusters – normally the rebound adjuster is found at the bottom of the rear shock and can be either top or bottom of the forks depending which units you have. Simply turn the screws in clockwise five clicks and test. If the adjusters are not giving you a slower action then you may need to get your suspension serviced.

The secondary problem with technique could be sorted simply by giving a little bit more gas on landing from the jumps. Having ridden at Cusses a couple of times, if you are not clearing the jumps and landing on the downslopes smoothly you will get many chin-bangers per lap so just hit the gas a little harder when you are coming in to land and this will not allow the suspension to compress downwards so much as you will be driving out of the landing instead of simply dropping into the landing.

Good luck Andy and enjoy the ISO2!

GENIUSGEOFF!

I must sing your praises as you have sent me in the right direction after the many stripdowns and rebuilds on my Athena YZ144. It was the jetting all along as I have just dropped the main from a 480 to a 450 and there's no popping and it runs sweet now. I cannot say how happy I feel as this has been going on so long but I still cannot understand why my plug was tanned when it was too rich anyway? Anyway, a big thanks – now I can ride instead of constantly fiddling with it.

John Gray, via email

I'm glad you're out there on the track rippin' it up instead of in your garage rippin' it down!

SOGGYSTROKER!

I really need your help. I got a new bike about five weeks ago (KX85 2002) and I was out for a spin trying to master the clutch and gears. I was going out with my friend to a track the next day so I gave it a wash. Oh boy these two-strokes! It wouldn't start until about a day later and it doesn't go as well. It goes okay for me but the guys that ride it harder than me say it does not go as well as it should. So please give me some information or give me some ISO2 Nutrition.

Stephanie, via email

There could be a few reasons for your bike not running too well. It sounds like it is likely you could do with a new plug and plug cap for starters so go to your local dealer and pick up the parts, they are easy to fit. Also make sure your carburettor is clean and maybe pop a new air filter into the little weapon.

TDCTLC!

I wondered if you can help me with a problem with my son's YZF450. I've recently stripped it to change a seized big end bearing – all has gone back together great, no bolts, nuts, washers etc left over – but the damn thing won't start! I have tried all sorts but with no joy – can you help with some advice and possible causes?

D Long, via email

Fair play for undertaking the task of rebuilding the bike. It sounds like you could have some timing issues with the bike. Recheck your steps when you timed the bike and make sure you set the timing at TOP DEAD CENTRE. The bike will only run at this setting. If you didn't check the seating of the valves or if the piston had touched the head you could have a bent valve which will not allow the bike to run. Good luck...

WIN!WIN!WIN!

ISO2 SWAG UP FOR GRABS >>>

Got a prep problem? Is your stroker sickly? Your four-banger bust? Or are you simply a short-arse struggling to secure your steed on its stand? Well help is at hand in the form of our tip-top tech and his top tech tips! Email Geoff with your technical teasers at geoffwalkerdb@aol.com Each month Geoff will answer a selection of readers' letters and each month our favourite will win an awesome ISO2 Nutrition products package – worth over £60 – plus a drinks bottle and drinks mixer. Check out the full range of ISO2 Nutrition products at www.iso2nutrition.co.uk



XC ECSTASY!

NOW ANGRY GEOFF'S PRIMPED AND PREPPED THE WRF MAGAZINE MACHINE IT'S TIME TO TEST HIS TECH TALENTS

Words by **Sean Lawless** Photo by **Sutty**

I t's been shamefully quiet on the WR250F front for a bit – at least as far as actually getting out and riding the puppy has been concerned. I've got a list of excuses as long as my arm as to why I've been so inactive – pressure of work, pressure of home, recovering from painful penis reduction surgery – but the bottom line is I ain't swung a leg over it for a couple of months and that is simply not the ticket!

As you'll know from last month's mag, Angry Geoff Walker got his bad-tempered mitts on the little Yamaha and armed with a couple of boxes of blagged goodies spirited it away to his Brizzle HQ with the mission to convert it from a pretty much stock all-round off-roader into an XC race weapon. This involved removing the lights, slapping on some Renthal Twinwalls, super-sturdy Cycra frontplate and Powerflow plastics and other tweaks and tickles including Yamaha hardparts rad protectors, o-ring chain and Twinring rear sprocket plus a new front cog.

Wakker being Wakker he also subjected the suspension to some seriously sustained SR75-style loving – stiffening up the forks and fitting a Fox Racing Shox Podium RC3 shock provided by Chris Porter at Mojo Suspension. So far so good and initial feedback from the arsey Oirishman was good – well, for the four laps around Rushmead Race Park he managed until the stator went. Bugger!

Luckily, Karl Radley at Yamaha was quickly on the case – the stator was, in fact, still fine and dandy but when you whip the lights off you need to fit a 4.7ohm resistor and we hadn't. In actual fact we still haven't! Instead Geoff made his own housing behind the frontplate out of wheel spacers, refitted the bulb and suddenly all was good in his – and the WRF's – world! Result!

Anyway, none of this excuses the fact I've been a reet lazy bastid of late so with the magazine machine already down Marshfield way – and with a test of Swordy's '02 KTM 125 lined up for that very venue – it made sense to mix business with pleasure and actually get out and ride the damn thing.

A few days of heavy rain coupled with no-one actually turning a wheel around the track formally known as Marshfield meant conditions at the bottom of the valley were, er, a little on the slippery side. The first steep climb following a 90 degree right after a short off-cambered straight had to be tackled from almost a dead stop due to my inability to carry anything approaching corner speed and – even with a mysteriously mullahed rear tyre (eh Geoff?) – the Yam pulled from almost nothing in second gear.

Obviously, this was mainly due to superior riding technique – as evidenced by the way I effortlessly zig-zagged across the track, waving both boots at a clearly impressed Jeff Perrett – but some credit's got to go to the

freshly set up suspension plus the earlier mods we'd done. These include fitting an FMF PowerBomb/Q4 exhaust combo, altering the ignition curve back to that of a YZF by removing the grey wire from the ECU and getting shut of the exhaust gas recycling thingamajig.

With Perrett and Swordy getting down to the serious business of the day I sloped off to the far end of the valley where Wakker's carved out a mini enduro loop and it was here I could really start to appreciate the suspension. The WRF feels totally balanced with the stiffer forks and Fox Racing Shox rear unit working together perfectly – it's so good it's almost unnoticeable if that makes sense. You can basically aim it up, down, over and across some pretty gnarly stuff without having to worry about breaking traction, bottoming, pinging off or getting a smack up the jacksy.

Part of the loop includes a nasty, nadgery little stream section with a steep exit up a root-covered bank. The turning circle on the Yam isn't quite tight enough to allow a trials-style approach where you'd aim to keep moving before pulling back on the bars, compressing the rear suspension and blipping your way up and out. Instead it needed a big dab and a clumsy pivot turn before attacking the bank from a standstill.

Geoff's shaved a bit off its standard 118kgs but the magazine machine is still a big ole unit and in situations like this the extra poundage is apparent. But as soon as you get moving everything is so well balanced the weight appears to fall off and despite the regulation Lawless gurning I was up and out of the stream with the minimum of fuss.

With the track drying out nicely I went for a play on the top part of the circuit, making my own little loop out of a handful of turns and the final climb out of the valley. Perrett and Swordy had already cleared a line but it was still on the sloppy side and with less than 33 ponies to haul a combined weight of 200-plus kilos up it the WRF did a mighty fine job of getting us both to the top. Again, a lack of corner speed at the bottom made a tough job tougher but a second gear assault was no problem – although the one time I attempted to knock it into third halfway up it bogged and I had to resort to some serious clutching.

My day in the saddled ended out of the saddle after Swordy blatantly – yes, **BLATANTLY** – took me down in a rutted left-hander. But after picking the WRF up and discovering the leccy boot button had gone for a burton it was good to find out that even after being upsidedown the hot Yam was a breeze to kick over.

As we went to press Geoff was trying to get a late entry to the Sheffield Endurocross on the WRF where it will finally get a proper work out. Failing that I'm hoping to get out on it at least a couple of times next month.

The sudden arrival of the coppers forced Lawless to beat a hasty retreat from Wiltshire's premier dogging venue



Swordy was reeled in at an alarming rate



FANKS FOLK!

BJS AND BUM-LICKS...

We were a bit bloody rude last month so belated BJ's this time around to Albert and the gang at Madison (www.madison.co.uk) for supplying the Cycra plastics, No Toil Super-Flo filter kit and Factory Effex graphics as well as Rees at Renthal (www.renthal.co.uk) for bars, grips, sprockets and chain and not forgetting Chris at Mojo Suspension (www.mojo.co.uk) for the Fox Racing Shox Podium RC3 shock. I'd also like to say a big thanks to Karl at Yamaha UK (www.yamaha-motor.co.uk) for the rad protector plus Brode, Wayne and the rest of the Fox team (www.foxeuropa.com) for my Pod ligament knee braces that are super-comfortable. And then there's Mark and Paula at ISO2 Nutrition (www.iso2nutrition) for the continued supply of top-drawer dietary supplements and energy-giving potions and powders. Finally – and, sniff, I'm almost in tears here – I'd like to thank Angry Geoff Walker without whose ongoing support, love, wandering hands and vicious tongue none of this would have been possible...

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FUTURE FORCE!

ALREADY THE BRITISH U21 CHAMP AND A TOP FIVE RUNNER IN THE MAXXIS, 16-YEAR-OLD SCOTT ELDERFIELD'S DEFINITELY ONE TO WATCH FOR THE FUTURE...

Words and photos by Sully

Chris Elderfield is a name that's synonymous with motocross in the south east corner of the UK whether it's as shop owner, former racer and twinshock legend or simply as a massive supporter of both racers and races. But while Chris has stayed true to his loyal customers throughout, it's fair to say that most of his focus as a supporter for the past 10 years has been centred on his son Scott.

Already towering head and shoulders above his old man, Scott's one of those kids who likes to let his riding do the talking and while he's quiet, reserved and somewhat shy off the bike when he's suited, booted and hiding behind his race-face his style, speed and level of commitment screams volumes. Ever since 'losing' his PW50 in the highest branches of a tree around a decade ago, Scott's scrambling career has come on leaps and bounds and the now 16-year-old from Guildford in Surrey has firmly established himself at the front of the British championship pack in 2009.

While this has been considered to be Scott's rookie pro season a one-off wildcard ride at the second round of the 2008 championship in the MX1 class at Canada Heights gave us a good preview of what we could expect. After qualifying for the points-paying motos the then 15-year-old got an amazing start on his 250cc two-stroke KTM against the fire-breathing 450s and then ran a solid fourth for the first 30 minutes of the moto until this year's freshly crowned champ Brad Anderson found a way past in the dying moments.

"It was all a last-minute thing really," says Scott. "My dad said there was an entry available in the MX1 class so I said okay I'll do it on the

250 two-stroke. I just wanted to go out and try my best – I was just hoping to qualify really. I got a great jump out of the gate in moto one and pushed hard all race and finished fifth. I was shocked – I never thought I'd do that well!"

A total privateer up until that point, the teams soon came knocking with Swift Suzuki in particular keen to pick up the speedy youngster. A package was hastily put together in time for the third round of the Maxxis at Lyng where on the back of his MX2 win at Donington and astounding result in Kent anticipation of his MX2 debut was high. But it wasn't the best of days...

"The bike wasn't really set-up for me and I had a problem with the cam starting to seize in qualifying and so the bike just kept getting slower and slower. We didn't know there was a problem until we stripped the motor down afterwards and I had no spare bike to try so I ended-up as first reserve. I won both non-qualifiers races easily with times that would have put me in the top 10 in the main races but overall it was very disappointing."

And things didn't get much better for Scott with the Suffolk-based super-team. "We didn't really get much in the way of special parts and I was using one of Elliot's old bikes from the year before so in the end my dad bought a brand-new stock Suzuki and for the rest of the year we were running that in Swift stickers but with my dad paying for all the parts and everything else."

While everything behind the scenes was far from rosy you wouldn't know it from looking at Scott's on-track performances. And although the MX2 series slipped out of his hands courtesy of a DNF or two, relatively easy wins in both the Elite Youth Cup and BYMX series showed >>

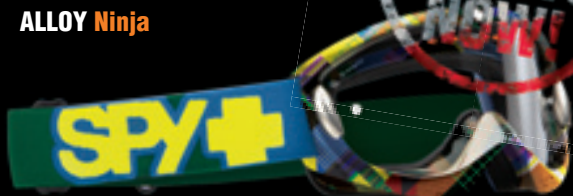


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Scott blows through a berm at Essex MX – at just 16 years old he's got a bright future ahead of him

everyone in the youth ranks just who was boss and also confirmed it was time to step up to the pro ranks full-time.

After starting 2008 on a KTM then switching to Suzukis mid-season, Scott would race on a third manufacturer's motorcycle before the year was up. "I heard that there was a ride going for an MX2 rider on the PAR team so I tried a Honda and it felt like the best bike I'd ever ridden – when the call came from Paul Rowlands everything just slotted in to place nicely."

Lining up alongside genuine MX1 title contenders Brad Anderson and Gordon Crockard for '09 in the PAR awning helped take a little pressure away from the rookie rider but Scott still knew he had to perform. "I was hoping for top 10 in the championship before the start of the year but my main goal was to try and get on the podium at a round."

While the result sheets show us that the top 10 came quite easily – Scott finished fifth in the final MX2 standings – the podium appearance stayed just out of reach although it was a close call at times! "Hawkstone's my favourite track on the British championship tour and I've always loved riding in sand. After I got a great start in moto one it was game on." By setting the fastest lap of the race and passing some top names to get there Scott eventually took over at the front of the pack on lap four and pulled away until seeming to lose a little speed mid-moto.

"In the middle of the races it's like I get a bit bored and I lose a little bit of focus, my attention span has always been a little bit short – even at school I couldn't sit still – but that wasn't the problem at Hawkstone. The problem was that I snapped the gear lever off and I >>>



SCOTT ON...

THE PAR TEAM...

"It's like a big family and everyone gets on. Brad's hard work at times but I've learned plenty from him – he shows me plenty of lines and gives great encouragement."

HIS DAILY ROUTINE...

"I get up and go to work at the shop from half eight until sixish. Then I'll go home, have something to eat before going back to work because that's where my gym is. I'm in the gym every day – I do some rowing, cycling, running and weights."

HIS BIG BELGIAN ACCIDENT...

"I was in a Belgian hospital for six weeks – two weeks of that in intensive care. I lost half my liver – but that grows back – and a bunch of other stuff that I don't need. I was meant to take a year off but I came back early and broke my wrist so in the end I suppose I did end up missing a year on the bike. With my liver the way it is I'm not meant to eat fatty foods but that's not easy – I actually need to start eating a little bit better."

MIDWEEK PRACTICE...

"I try and get out riding a couple of times a week but it's not always possible. I'm not old enough to drive myself so as well as the costs involved in the actual riding – the fuel, track fees etc – it's another day off work and no money earned for my dad."

PERFECTING THE SCRUB...

"Scrubbing is really hard and it's something I had to work on a long time to get right. It's strange – I don't really know how I do it but people tell me it's something I can do pretty well."

EDUCATION...

"I left school early and I work at the shop now. I know my way around a bike so if things don't work out with racing I have got something to fall back on. Having good mechanical knowledge helps with setting up the bike too – so it's a win-win situation."



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FIVE MINUTES WITH...

ELDERFIELD SENIOR

As is the case with most youth racers Scott's old man is an integral part of his racing career. But unlike many schoolie father figures Chris Elderfield is already well known within the MX community. We took five minutes out from watching Scott destroying berms at Essex MX to catch up with Chris...

DBR: For those who don't know you, tell us how you fit into the south eastern motocross scene?

CE: "Well we've had the shop now for 19 years – before that I was working for someone else doing the same thing. We try and do everything for the right price and look after the locals. We're now able to use Scott as a bit of an advert for our race preps and the main thing for us is to keep him going and to keep the shop ticking over."

DBR: You're a bit of a legend out on the track yourself as well...

CE: "I won the twinshock world championship but it was just a good bit of fun. It all came to an end when my friend who I used to go riding with left for Australia and it wasn't so much fun then so I gave up and concentrated more on Scott's riding."

DBR: Scott's pretty flamboyant out on the track and is known for jumping some big stuff – do you ever get a little nervous watching?

CE: "Yeah but you've just got to let them get on with it. The thing is with Scott you put a jump in front of him – and it doesn't matter how big it is – he'll have a go at it. If he crashes he crashes and if he does he normally gets up and has another go."

DBR: Racing's an expensive hobby – do the Elderfield family have to make a lot of sacrifices?

CE: "Yeah of course. I mean, we've had the same old house that we bought from the council years ago – we've been there for 40 years now but that doesn't matter because as a family we're just purely into motocross."

DBR: Finishing as U21s champion and fifth in the British championship in his rookie season is pretty impressive. What's next for the boy?

CE: "He's not quite ready for worlds so we'd like to take the next step up and get him into the European championships. We've spoken to Roger Harvey at Honda and he's keen for us to do it but we've got to find the money to be able to do it – there's a lot of travelling involved and they're talking about there possibly being 16 rounds next year. If Honda comes onboard with bikes and spares then we've still got to find the money for a small van and fuel."

DBR: If anyone feels able to help out how can they get a hold of you?

CE: "We can both be contacted at Chris Elderfield Motorcycles on 01252 728270 or through the shop website – www.elderfields.co.uk"

profile



Scott gets on the gas at Hawkstone – his favourite track



was stuck in third gear for the last half of the race."

Even stuck in third gear Scott still finished in second place in that moto behind Martin Barr so surely that elusive podium had to be within reach, right? Apparently not... "I got a shocking start in the second race and struggled to come through – I think I missed out on third overall by a point or something. I could have done it at Landrake too but rather than pushing hard for the podium I concentrated more on securing fifth in the championship instead."

So while Scott's quest to stand on the box and meet the Maxxis girls proved fruitless he did meet his goal of finishing in the top 10 of the series – and then some – and was also the dominant force in the U21 series, taking the championship relatively easily at his first attempt. So what's next?

Well, with another seven more years to go before he's too old to chase MX2 world championship glory good old common sense dictates that's where he'll stay for the foreseeable future. "I'm going to concentrate riding on the 250 for the next few years with the MX2 class being my main focus. Next year I want to win some British championship motos and then finish top three in the series. One day I want to be a contender in the world championship too but to get there I'm going to have to keep working hard."

Words and photos by Jonty Edmunds

SWITCH HITTER!

A FORMER GP MOTOCROSSER, JOHNNY AUBERT'S AGGRESSIVE STYLE HAS TRANSFERRED PERFECTLY TO THE WEC WHERE HE'S WON BACK-TO-BACK E2 WORLD TITLES...

Fast and aggressive on a bike yet cool, calm and collected off one, 29-year-old Frenchman Johnny Aubert has become seriously hot property during the last two seasons.

It was clear during his debut WEC season back in '06 that Aubert would go on and achieve big things. Despite having been unable

to reach the very top in motocross, in enduro it was a case of when – not if – he would become world champion. Striking gold for the first time at the end of last year following a hard-fought season and a one-on-one title fight with Finland's Juha Salminen, Aubert arrived at the start of the '09 season set on retaining his Enduro 2 crown.

In joining KTM the WEC's most impressive rider during '08 became part of the WEC's most successful team. While some wondered how the Frenchman would adjust to being in a team that expected success, it soon became clear it was going to be a hugely successful union. Johnny dominated the E2 world championship this season and ran away with the title. Letting no other rider get close to him he performed better than anyone – including himself – expected.

"Yes, winning this season was easier than I was expecting," admits Johnny. "But I didn't start the year thinking it would be that way. My goal was to win the Enduro 2 title again and to do that I knew I would have to work hard to be ready for the start of the championship. I knew that there would be a lot of motivated riders wanting to beat me but I also knew that I could win again. I had the support of KTM and I knew I could do it."

With Salminen – Aubert's closest rival during '08 – joining BMW for '09 (while Aubert joined KTM to fill the void left by the seven-time world champion), this year's E2 title fight generated huge interest long before the season had even begun. With both riders competing for new teams and on new machinery, during the off-season no-one knew where – if anywhere – any advantage lay. Aubert was the defending world champion but competing on machinery other than Yamaha for the first time in three years. Salminen was the multiple world champ starting afresh with BMW.

>>

Aubert has made the switch from GP MX to the WEC look effortless





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Laidback off the bike, the Frenchman is super-aggressive once he's suited and booted

"I never had any doubts that I would be able to join KTM and quickly get the best out of my bike," admits Johnny. "Some people thought that I was a little lucky to win the E2 title last year because Salminen had some problems. That was one of the things that motivated me this season. I wanted to show I won because I was the best and I wanted to do the same thing again."

Aubert unquestionably 'did the same thing again'. Dominating the season opener in Portugal he then went on to do the same in Spain and with just two rounds of the series gone sat at the top of the E2 class standings. Undefeated, with his confidence sky high, Johnny was unstoppable.

"It was a great feeling winning in Portugal. There's a lot of interest in the first race of the championship and I didn't know how strong the other riders in my class would be. After a long winter of training it was good to know that everything was going well."

With Johnny's expected closest championship rival Salminen struggling to perform at his best during the first half of the season it seemed Aubert would have little trouble in defending his title. In fact as early as the third round of the championship, with the doubts surrounding his

ability to switch brands having vanished, people were already asking if Aubert could complete a 'perfect season' and win each and every day.

Salminen was no longer Johnny's biggest threat. Strangely, that role was now filled by Johnny himself. "When you are fighting with another rider you only think about winning and trying to push harder to win," explains Aubert. "But this year I had to think a lot about myself. I had to think about everything that I was doing. When you start winning races by a big amount, like I did sometimes this year, it's difficult to stay focused. Instead of thinking only about pushing hard you have to constantly keep telling yourself to concentrate, to not make any mistakes."

Moving past the third and fourth rounds of the series having done nothing other than finish on top of the E2 podium, yet further victories were secured in Slovakia. And as the WEC series moved past the halfway point Aubert held a commanding 62-point advantage.

"I knew after the GP of Italy that I could win the championship. Of course anything can happen so I wasn't going to start relaxing too much but I knew I could win the title again. WEC races in Italy have always been difficult for me, I've always had problems – but this year it went perfectly."

The WEC's one and only overseas event in Mexico saw Aubert continue his charge for the E2 title as he again claimed a double class win. Collecting victories in all manner of different conditions, Johnny was running away with the championship and no-one could stop him.

Back in Europe Johnny needed just a handful of points from the penultimate GP of Greece to secure the prized E2 title. Guess what? He won the first day. But it was in many ways a bittersweet moment. On one hand he had done exactly what he set out to do and successfully defended his E2 championship, on the other he was injured. "I didn't realise how bad my finger was. I went over the bars and bent my finger back on the very last extreme test but all I was thinking about was that I'd won the title. It wasn't until later that I realised how bad it was."

With 15 consecutive winning performances Johnny was forced to retire from the second day's competition in Greece. While few doubt that Johnny would have gone on to deliver a perfect season, the reality is that no-one will ever know.

"Crashing in Greece was disappointing – I won't say that it wasn't – but I had won the championship so I was pleased about that. I think I could have won every day of the

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championship, I'm sure of that. I think that I showed during the first six races that I was fast enough to do it. It's not something that I think about too much. No-one gets remembered for winning every race, it's winning world championships that gets you remembered.

"Despite the fact that my year ended when I crashed in Greece and it meant that I was unable to compete in the GP of France I had a great season. When I think back to the start of the season, when everything was new and everything was undecided, it's a good feeling knowing that I rode well and defended my title."

So is there a highlight from '09? "Winning the title is obviously a great memory, as was being in France at the final round and seeing so many people there to support me. But also winning in Finland was important. There are so many great Finnish riders – and to win in Finland is really difficult anyway – so to win there was special. That win means a lot to me."

With the WEC over Aubert's goal was to get himself fit and ready for the ISDE in Portugal. But he never made it. Wanting to be a part of what would be the winning French Trophy team, Aubert was forced to sit out the event while his injury healed.

"Not being able to race at the six days is disappointing but I did everything I could to be ready for the event. My finger just wasn't ready. There will be more six days so I know I'll compete in the event again soon. The most important thing is getting 100 per cent fit, ready for next season."

When the start of the 2010 World Enduro Championship does roll around there's no doubt that Johnny will start as the rider to beat in Enduro 2. With former E2 world champion Mika Ahola returning to the class and with Salminen certain to be more competitive than he was in '09, Johnny's job of defending his title won't be easy. But that's what everyone thought at the start of this year...

profile



A thumb injury in Greece ended Aubert's hopes of a perfect season



VIVA LA FRANCE!

WORLD DOMINATION >>

There's no denying the fact that France is the modern day powerhouse as far as the World Enduro Championship is concerned. With riders at the top of each of the WEC's three senior classes – as well as numerous talented youngsters competing in the Enduro Junior class – French riders are delivering the goods in ever increasing numbers.

"I'm not sure why there are so many fast French riders in the WEC now but it's great to see. I think different countries have their time at the top and at the moment it's France. Enduro has always been very popular in France and there is a very strong national series.

"France has won the Trophy Team competition at the ISDE two years running now so there is a lot of belief inside the team. When there is confidence among riders it helps everyone. This year three riders were unable to compete in the Trophy Team for France but even with the reserve riders the team was very strong. I think France can win the ISDE for several years more."



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HARD N' FAST!

MX MYTH BUSTER >>

One thing Johnny Aubert has done since arriving on the World Enduro Championship scene is smash the myth that to do well on extreme tests a rider has to have a trials riding background.

With his seemingly always seated, always hard-accelerating riding style Johnny has shown that you don't need to have mastered the feet-up art of trials riding to win extreme tests.

"My style comes from motocross, that's what I did most of my life. I'm not a trials rider but I don't think you need to be to do well in the WEC. It helps sometimes to have the balance of a trials rider but it's not essential. You have to take good lines but you also have to be fast. You are allowed to put your feet down in special tests so there's no point trying to be too perfect. My style works for me."



UNCLE SAM SLAM!

DESPITE FIELDING WHAT'S WIDELY REGARDED AS ITS 'B TEAM', THE USA RETAINS ITS MOTOCROSS DES NATIONS TROPHY AS THE WORLD'S LEADING MX NATIONS LOCK HORNS IN ITALY...

Words by Sean Lawless and Steve Cox Photos by Steve Cox and Sarah Gutierrez



The run-up to the 2009 MXdN was – from a British point of view – a catalogue of cock-ups and catastrophes almost from the day the original team was announced. From Team Manager Mark Eastwood's first-choice starting line-up of Tommy Searle, Brad Anderson and Carl Nunn only one rider would make it to Italy for the first weekend of October and Easty himself would also find himself persona non grata in Franciacorta – and out of a job – before the gate fell on the first race of the biggest event of the year...

First casualty was British MX1 champ Brad with a broken thumb, joined swiftly afterwards on the injury list by Nunny with a broken fibula. So far so bad. But the biggest shock was to come when Mark – after voicing some pretty strong (but equally heartfelt) opinions on the state of GP MX – fell foul of Youthstream.

The powers-that-be didn't agree with his views and left the ACU in no doubt that if Easty showed up at the MXdN he'd be turned away. So faced with a 'Stand by Your Man' or 'Hit the Road Jack' style quandary they gave Mark his marching orders. So much for the Bulldog Spirit, eh?

In Mark's place highly-respected team boss Steve Dixon was drafted in and he called up Billy MacKenzie and Shaun Simpson to fill in for Brad and Carl. Even this wasn't without controversy as Shaun had been out-gunned by Stephen Sword at the final round of the British championship after both regular MX2 pilots showed up with 450Fs. However, on paper – despite Billy and Shaun both having suffered injury-hit seasons – it looked a strong team to take to Italy and, besides, for the once the holders Team America weren't looking super-strong shoo-ins for the title.

In fact, many reckoned that America were fielding a 'B Team' this year. Yes, the United States is a country of well over 300 million people and it's also the biggest market for all the Japanese motorcycle manufacturers but, despite that – by numbers at least – the USA should win the Motocross des Nations every year (and normally does), this year's team seemed to be a long-shot to win.

First, there was young Ryan Dungey stepping up for his 450cc outdoor debut straight into the premier MX1 class. It seemed pretty unlikely that he would be able to step it up and race with MX1 champ Antonio Cairoli (Italy) and AMA champ Chad Reed (Australia).

Then there was the USA's MX2 rider Jake Weimer who prior to this season had only ever won one race – and it was a supercross. However, this year he did manage to win three supercross races and three AMA Nationals while racing against eventual champ Dungey and former MX2 world champ Christophe Pourcel.

And finally there was Old Faithful, Ivan Tedesco. In his two previous visits to the event he was a winner but he was also alongside Ricky Carmichael and Kevin Windham at one of them (2005 at Ernee) and James Stewart and Ryan Villopoto at the other (2006 at Matterley Basin).

The fans, the media and even the other teams seemed convinced that this was the year that the USA finally lost the MXdN again, especially after qualifying day...

QUALIFYING DAY

The teams draw numbers out of a hat to figure out gate position for qualifying day and most (but not all) of the favoured teams draw relatively early in the order with the exception of the USA (33rd out of 36) and Italy (in the 20s).

So it's no surprise when – for the most part – France, Belgium and other favoured teams get good starts while the USA starts poorly. However, Italy puts together top starts in at least two of its three motos and with one of the three motos being a throwaway Italy takes two wins (in MX1 and MX3) in the team's home event, setting itself up for pole position for the entirety of the final day of the event on Sunday, getting the first and 21st gate positions.

France comes next with help of MX2 qualifying moto winner Marvin Musquin and then comes Belgium (easily the most consistent of the top teams on Saturday), Great Britain, Australia and then the USA whose riders recover from outside the top 10 in nearly every moto to run inside the top five, although falls hinder Weimer's efforts in MX2.

MOTO ONE

Thinking outside of the box in the MX1/MX2 moto, where most teams line up their MX2 riders with the first of the team's two gate picks, Australia opt to line Chad Reed up on the inside pick – the fifth pick overall – and in response the USA does likewise, lining Dungey up with the sixth pick. In both cases, the downside of this decision is that the two teams' MX2 riders – Brett Metcalfe and Weimer – are to line up on the outside in a pack of 450cc motorcycles.

However, from the outside pick it's Italy's Antonio Cairoli with the holeshot, followed closely by Reed. Reed actually makes a pass on Cairoli late in the first lap, only for Cairoli to strike right back, much to the delight of the partisan crowd. Over the course of the moto Reed does everything he can with Cairoli and after making bobbles he always seems to catch Cairoli again but can never muster quite enough extra juice to actually pass the MX1 champ in front of his home crowd.

Cairoli takes the moto win over Reed while Dungey fights his way from outside the top five to grab third at about the halfway point and then stay there to the finish.

Then comes Belgium's Clement Desalle and the first MX2 racer – Musquin of France. The MX2 world champ just beats off New Zealand's MX1 rider Josh Coppins and then Searle and finally Weimer who starts well outside the top 10 and recovers all the way up the field to eighth, putting Team USA in the lead after the opening moto with 11 points. Then comes Italy with 17 points due to Davide Guarneri's lacklustre 16th on his YZ250F with the Brits thanks to Searle's seventh and Billy Mac's 11th next on 18, one point ahead of a three-way tie between Australia, Belgium and France.



Billy Mac puts in a solid – if unspectacular – performance...

World MX1 champion Antonio Cairoli holds off AMA 450cc champion Chad Reed



...and the same's true
of Shaun Simpson



MOTO TWO

Then comes the MX2/MX3 moto. The now-tired MX2 racers again mostly grab the inside gates while the MX3 bikes – most of which are 450cc machines – line up on the outside. In this configuration another rider in his first-ever 450cc motocross race on the international stage – France's Gautier Paulin – starts behind New Zealand's holedshotting legend Scotty Columb with Tedesco, also starting from the outside, right behind him. Paulin and Tedesco quickly move up a couple of places and lead Columb, Estonia's Tanel Leok, Guarneri, Aussie Michael Byrne, Musquin, Metcalfe, Belgium's Joel Roelants and Weimer around the first lap.

On the second lap Byrne and Guarneri go down hard over one of the track's giant jumps as they collide in the air. Byrne is momentarily knocked unconscious while Guarneri is less injured but still out of the race. It's a huge blow to two race favourites. However, every country gets one throwaway moto score. For Australia, though, the plan from the beginning was to throw away Metcalfe's MX1/MX2 score which is part of why they lined him up on the outside to favour team-mate Reed on the start.

The very next lap, while trying to pass for seventh, Weimer goes down as well and remounts at the very back of the pack and Searle has a similar problem early on in the race. Weimer eventually finishes 25th and Searle does a bit better to finish 17th – four places behind team-mate Simpson. Great Britain and the USA have to count on Searle and Weimer's moto scores being their throwaways as well so suddenly the playing field is very much even again with the exception of Australia with a battered Byrner still with a moto to race.

On the last lap of the moto Italy's former MX1 world champ David Philippaerts makes a pass stick on Tedesco in the mechanics' turn and holds Tedesco off until the finish while Paulin takes the win, greatly helping France's chances.

After the moto – and after eliminating each team's worst result so far – France is ahead by three points with 11 over the USA's 14, Italy's 19, Belgium's 22, Australia's 27 and Britain's 31. But within seconds of the gate dropping for race three this changes dramatically...

MOTO THREE

About two-thirds of the way down the start straight all hell breaks loose and when the dust settles Italy's hopes of a third MXdN title are over as five riders are on the deck including Cairoli whose Red Bull De Carli Yamaha is too mangled to continue. Then there's another pile-up before the wave section which claims even more riders and by the end of the lap the field has been reduced by seven – among them Paulin.

So with 16 laps of the final race still to run both Italy and France are effectively out of the running and the USA – with Dungey second behind Spain's Jonathan Barragan and Tedesco pushing towards the top 10 – are sitting pretty. Or are they?

In the same turn as the previous moto where Philippaerts snuck by Tedesco the Italian demolishes the American, knocking him down. But Tedesco keeps the bike running and gets back up in 13th before moving forwards again, eventually finding his way up to seventh.

So in the end it's a bit of an anti-climax with Dungey taking the race win from Ramon, Philippaerts, Frenchman Steven Frossard, Coppins, Tedesco, Nagl, Reed and Simpson. Special mention has got to go to Billy Mac who comes through the first-lap carnage in 29th and advances to 14th at the flag.

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TEAM AMERICA

THE 'UNDERDOGS' UNLEASHED...

While the team of Ryan Dungey, Jake Weimer and Ivan Tedesco was considered a long-shot to win by seemingly everyone, it was never the case in their minds. As a matter of fact so many people were calling them the 'B Team' and not giving them much chance to win they were pretty angry about it.

But sometimes in this sport anger is a fuel and once the win was secured, Team USA was ecstatic about the results – but no less angry about the seeming disrespect.

"We came over here supposedly as the 'B Squad' and I mean it's kind of crazy because I don't 100 per cent understand it," Weimer says after the win. "It almost seems like the people over here [in Italy] want us to win more than a lot of the people at home! Honestly! That doesn't make sense to me! Our very, very best riders, a couple of them were hurt and at the time we were the best three to pick.

"I had won a couple races and – for obvious reasons – Ryan was picked and Ivan has been here and won before. I think it was a pretty easy decision and it makes absolutely no sense to me that you're sending your people over to a foreign country to represent you and you're going to sit on messageboards and talk trash. At least stand behind your guys."

"It was definitely one of the most stressful days of my life but in the end it was all worth it," adds Dungey. "The whole experience was amazing. There were a lot of things we were changing – going to the 450 and all that – but that wasn't going to be the factor if we lost or not. I knew we had everything we needed, it was just whether or not we could put it together on race day."

Now a three-time winner, it would be easy to label Tedesco as a lucky charm for the team but he overcame a lot to take home the win again in 2009 – a lot of it pressure that other teams simply don't have.

"There's a lot of pressure that comes with riding on the Motocross des Nations USA team and a lot of people don't realise that," explains Tedesco. "I was talking to Ryan about it – it's more pressure than you're ever going to deal with in your whole career and I think it's made me a better rider and better in crunch situations in my career. I don't know what it's like to be on a losing team and I wouldn't want to know. To go home and say 'yeah, we lost' would be horrible."



Weimer, Dungey and Tedesco celebrate



A first race seventh from Tommy Searle is Team GB's best score

MXdN 2009 RESULTS

OVERALL >>>

1	USA	22 points
2	France	30
3	Belgium	39
4	Germany	55
5	Great Britain	55
6	Italy	59
7	Australia	73
8	Estonia	78
9	South Africa	84
10	Switzerland	88
16	Ireland	128

RACE ONE (MX1 + MX2)

1	Antonio Cairoli	Italy
2	Chad Reed	Australia
3	Ryan Dungey	USA
4	Clement Desalle	Belgium
5	Marvin Musquin	France
6	Josh Coppins	NZ
7	Tommy Searle	GB
8	Jake Weimer	USA
9	Gareth Swanepoel	SA
10	Ken Roczen	Germany
11	Billy MacKenzie	GB
24	Gordon Crockard	IRL
27	Martin Barr	IRL

RACE TWO (MX2 + OPEN)

1	Gautier Paulin	France
2	David Philippaerts	Italy
3	Ivan Tedesco	USA
4	Tanel Leok	Estonia
5	Marvin Musquin	France
6	Max Nagl	Germany
7	Steve Ramon	Belgium
8	Ken Roczen	Germany
9	Brett Metcalfe	Australia
10	Tyla Rattray	SA
13	Shaun Simpson	GB
17	Tommy Searle	GB
27	Martin Barr	IRL
28	Graeme Irwin	IRL

RACE THREE (MX1 + OPEN)

1	Ryan Dungey	USA
2	Steve Ramon	Belgium
3	David Philippaerts	Italy
4	Jonathan Barragan	Spain
5	Steven Frossard	France
6	Josh Coppins	NZ
7	Ivan Tedesco	USA
8	Max Nagl	Germany
9	Chad Reed	Australia
10	Shaun Simpson	GB
14	Billy MacKenzie	GB
22	Graeme Irwin	IRL
26	Gordon Crockard	IRL

isde

Aussie legend Stefan Merriman helps his country to fourth after six tough days in Portugal

SIX OF THE BEST!

IT'S SUPER-TOUGH IN PORTUGAL FOR THE ISDE WHERE FRANCE WIN, KNIGHTER CRASHES OUT AND FAST EDDY STRIKES GOLD FOR THE 16TH TIME...

Words and photos by Jonty Edmunds



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Some you win, some you lose – and some you don't even finish. If there's one event where the old adage 'to finish first, first you've got to finish' truly applies it's the International Six Days Enduro. Truth is, to earn a finisher's medal – let alone win anything – you have to finish. And at this year's event in Portugal that's not easy.

No-one expected the 84th running of the six days to be, as one US Trophy team rider described it, "super tough". But it is for most. Hot, dry and with each and every day including numerous white sand special tests the event is a bike-breaker in no uncertain terms.

On each of the six days of the event at least one Trophy Team rider exits the competition. And disappointingly for the Brits on day two it's David Knight. After an encouraging opening day having finished fourth overall and at the top of the Enduro 2 class results, Knight's event ends when he crashes on the morning's opening enduro test.

"If I'd broken my arm it would have been easier to accept – there'd be no way I could have carried

on," explains Knight. "I hit my head and I wasn't with it properly but I knew it wasn't going to be serious. Not long term. But there was no way I could continue after I crashed. I tried but it wasn't safe."

Fast forward to the end of the event and thankfully there is some positive news in the British camp. Paul Edmondson – a hugely experienced six days rider – puts himself into the record books by claiming an amazing 16th gold medal finish.

Aiming for a top six Enduro 1 class result, Fast Eddy has a tough fourth day as sickness sees him start less than fit for another day in the saddle. Come the end of the day he's all but exhausted but with his bike in the parc ferme he lives to ride on. Easing his pace in order to get to the finish Paul places ninth in class and achieves something no other rider has – a 16th gold.

"I'm more than pleased to have finished another six days and to have picked up another gold medal," comments Eddy after the final day's motocross races. "It's been a difficult week for all riders. The number of Trophy Team riders that have failed to finish shows that. But it was an enjoyable event. >>

The fine, deep sand makes the event a challenging one even for riders of the calibre of Alessandro Belometti



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**Fast Eddy claims a record
16th ISDE gold medal**



**Antonio Meo tops the
Trophy contest with France**



**Greg Evens is next-best
Brit behind Paul Eddy**

"I had hoped to finish top six in my class but there was no point in pushing too hard during the second half of the week. I was fortunate that my bike ran perfectly which made things a lot easier for me. It's too early to say if this will be my last six days. For now I just want to enjoy what I've achieved."

With their star rider – Knight – out of the event the British Team hold station in seventh in the Trophy Team competition, one position behind host nation Portugal.

France quickly assert themselves at the top of the standings as many expected they would. With a very different looking team to the one that was originally announced – and without the services of Enduro 2 world champion Johnny Aubert who's still sidelined with injury – France prove simply too strong. Not even Italy or Finland can stop them running away with things.

Leading the French charge is their Gas Gas mounted Enduro 3 class rider Christophe Nambotin. Although not thought of as a sand

specialist Christophe moves to the front in the unofficial overall classification as well as into the top spot in the E3 class. Arriving at the final motocross race in a very strong position to claim his best-ever international result, Christophe delivers the goods for France, himself and Gas Gas.

"It's amazing," explains Nambotin. "I didn't even think about winning the event overall, not before it started. I just wanted to do my best to help the French team win again. You can have a lot of problems during the six days but I had a really good time. I just kept pushing and hoping that things would continue to go well and they did."

At the head of the Enduro 2 class is another Frenchman. Helped in part by the fact that Knight, US rider Ricky Dietrich and Finn Juha Salminen are all out of the event, Rodrig Thain rides well throughout the week. Eventually finishing ahead of local hot shot Luis Correia, Rodrig – like Nambotin – claims the biggest win

of his enduro career to date.

In the Enduro 1 class one rider performs better than all others – Finn Eero Remes. Quickly asserting himself as the man to beat, in conditions that suit the pint-sized KTM rider perfectly he runs away with the class lead. Saving his best performance of the year until his last international event of '09, Eero puts the finishing touches to an outstanding performance by blitzing the main Enduro 1 class motocross race on day six. A man of few words, even Eero is pleasantly surprised with his result.

"I wanted to finish inside the top 10 in the overall results, that was my goal," explains the Finn. "I could see that the conditions would suit me before the race started. I was lucky that I didn't have any problems. I'm really happy that I have ended my season with this win."

For the remaining British Trophy and Junior Trophy Team riders the week proves to be tough. With the dry, sandy conditions taking most riders by surprise it takes a few days to



Knighter's ISDE ends on day two with a big crash and a giant-sized headache



Christophe Nambotin tops the whole competition

ISDE 2009 RESULTS

TROPHY TEAM >>

1	France	15.44:24.56
2	Italy	15.48:47.25
3	Finland	16.08:00.18
4	Australia	16.08:12.78
5	USA	16.15:00.62
6	Portugal	16.15:24.05
7	Great Britain	16.32:31.18
8	Holland	16.34:11.10
9	Poland	16.49:14.35
10	Germany	17.04:51.96

JUNIOR TROPHY TEAM >>

1	Spain	9.48:13.77
2	France	9.49:00.18
3	USA	9.52:58.64
4	Italy	9.56:44.59
5	Sweden	10.09:53.34
12	Great Britain	10.52:06.37

adjust to the conditions. As the 'other' rider competing in the Enduro 1 class alongside Edmondson, Greg Evans claims the next best British result with 15th in class. Crashing heavily during the opening day and finishing 22nd, Greg finishes inside the top 20 on each of the remaining five days. Enjoying the event and having few problems, he's pleased with his final result.

Of the four riders in the Enduro 2 class it's Tom Sagar who finishes best with a 21st place result. Competing aboard a Suzuki for the first time, the combination of a new bike and alien conditions do little to fill Tom with confidence early in the event. But after the opening two days he improves his pace and gets his best result on day five, finishing 14th in class. Ending the six days in 21st, Tom's happy enough with his result and pleased to be heading home from Portugal.

Next up is Si Wakely. With several six days under his belt the Husqvarna rider ranks the Portuguese event as being one of the toughest. Like most not expecting the terrain to be as soft as it is, Si takes a couple of days to settle into things and eventually places six places behind Sagar in 27th.

Junior Trophy Team riders Ollie Moyce and Ashley Wood both come through the event without too many dramas and only a few crashes. With Ollie placing 30th and Ashley 33rd both are pleased to have finished the event. "It's all been pretty good for me," explains Ashley. "I had to change a shock on day three, I had a few falls on day four but the first three days were great. It's been tough in the sand and day four

was really hard because there was so much sand out on the course but it's been a good week."

In the Enduro 3 class GB have one Trophy and one Junior Trophy Team rider competing and at the end of the week both admit it's been a tough six days. Jamie Paget runs into trouble on day two and has to change the top-end on his 300cc TM. Getting the repairs completed he loses a lot of time but finishes the event nonetheless.

For Euan McConnell, who by his own reckoning has now competed in 'too many' six days, a sticking throttle on day four causes a few scary moments, including one when he's bounced off the back of his KTM as it carries on down the track without him. Eventually getting the problem sorted Euan ends the event pleased with his performances and in 16th in class.

In the Club Team competition Wales A do the business once again and in finishing in sixth position rank as the highest British team. With Dylan Jones, Andrew Edwards and Gethin Price all finding the event tough, Andrew finds the conditions hardest and needs medical attention for dehydration before the event finishes.

Further down the Club Team results Scotland place in 23rd, a result that would have been much better had hard-charging Ricky Mair not broken a set of reeds and been forced to change them – at the side of a special test – on day one. A tough event for those competing at the sharp end of the entry, for the Club Team riders racing at the back it will long be remembered for being a seriously challenging event.

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RACE



FOURKINGS!

BSMA CHAMPS CROWNED AT STRATFORD

LATEBLOOMER!

LIAM GARLAND COMES ON STRONG

CULHAM CLASH!

ELITE YOUTH CUP GOES OUT IN STYLE

LUKE HAWKINS



James Dunn is a class act on the 125cc two-stroke

CULHAM CLASH!

EYC SERIES SIGNS OFF IN STYLE

What a show as the MCF crew brought the curtain down on their '09 season with a quality knees-up in Oxfordshire. At Culham the final rounds of both the Red Bull Elite Youth Cup and the Fuchs Silkolene British Two-Stroke Championship together with the now traditional end-of-season party just about had the lot – and I do mean the lot, including a giant screen to watch the MXdN live from Italy on day two!

And for their next trick? Well, for 2010 the MCF show is being ramped up yet again. There should be at least two more major league sponsors coming onboard to further underpin an eight-round championship that will bring together the EYC, two-smoke championship and Red Bull Pro Nats all on the same weekend. With even more improvements in the pipeline in the way of evening entertainment and slick GP style infrastructure the end result should be yet another blow your socks off benchmark series.

In a statement from the MCF they said it was a prime objective of theirs to bring American-style AMA motocross together with all the trappings to these shores. As viewed at Culham and previously at Canada Heights earlier in the season you can well believe it as the show was just that damn good.

In this year's championship stakes Conrad Mewse, riding as a super-confident three-time national champion, closed his account with yet another brilliant victory roll. Conrad once again got the better of new 2010 ACU Academy members Sid Evans and Connor Hughes to claim all five race wins in the 65s.

Also on a roll and riding the wheels off his KTM, Connor Clark nailed down five more stomping race wins that secured third place in the SW championship. Tom Neal finished in third place overall on the weekend just behind a solid Robert Davidson performance but that was more than enough for Tom to finish as the runner-up in a championship already won by Ben Watson.

As for Ben, well, he took the opportunity with his title in the bag to step up to the BW class and go head-to-head and bar-to-bar with big brother Nathan. Well that's exactly the way it

looked as the metal dropped on race one with both guys cresting the hill together, flying side-by-side at the head of the field. Ben eventually carded a second place finish that launched his BW career in blistering style on the very weekend that Nathan's came to a glorious EYC conclusion.

With his end-of-season speed now bordering on ballistic, Nathan wrung the neck of the four-banger Honda every race to completely mullah the opposition and win his first national title in the process. Over the course of the weekend Sunny Thompson also stepped up to the plate with a fine performance as did youngster Liam Garland, the pair finishing in second and third places while Ben unluckily picked up an ankle injury second time out that sidelined him for the rest of the proceedings.

In the Rookie class Anthony Reville didn't quite manage to get to the chequers first but he did manage to deliver his best performance of the season to nail the overall win with a tremendous 2-4-3-2-2 card. The lion's share of individual race wins went to Luke Hawkins as he thundered home first three times but with two indifferent finishes the latest PAR wonder kid had to settle for second overall safe in the knowledge he had already trousered the Rookie title.

The other two race wins went the way of two-stroke flier Jake Shipton and Jamie McCanney who impressed yet again with a cumulative third overall weekend finish. Elsewhere over the weekend Jack Rowland put himself about to good effect in the combined Rookie/Open class. With a day two 3-3-2 card Jack finished his final youth championship weekend on a high in third overall behind Alex Rockwell and Matt Moffat in the Open class.

Also in the two-stroke championship there were cracking performances from James Dunn as he won the 125cc junior section and Josh Waterman as he produced another jaw-dropping display on his eighth-litre KTM. The spellbinding first race head-to-head between Josh and Adam Chatfield was arguably one of the best races of the season. Josh eventually finished second in that one and in fourth place overall.



Tom Neal yanks the SW holey

FINAL STANDINGS

JUNIOR 65cc

1	Conrad Mewse	1,779 points
2	Sid Evans	1,534
3	David Keet	1,345
4	Jake Deacon	1,204
5	Jack Camwell	1,026
6	Connor Hughes	879

SW85cc

1	Ben Watson	1,554 points
2	Tom Neal	1,493
3	Connor Clark	1,424
4	Corie Southwood	1,192
5	Robert Davidson	1,160
6	Liam Knight	1,138

BW85cc

1	Nathan Watson	1,517 points
2	Rob Muscat	1,367
3	Ben Howell	1,191
4	Sunny Thompson	1,161
5	Jake Millward	1,089
6	Alex Meadows	1,042

ROOKIES

1	Luke Hawkins	1,406 points,
2	Jake Shipton	1,152,
3	Anthony Reville	1,053,
4	George Baldwin	1,040,
5	Kelvin Townsend	1,020,
6	Arron Jenner	963

OPEN

1	Alex Rockwell	1,383 points
2	Alfie Smith	1,178
3	Lewis Tombs	1,176
4	Jack Rowland	1,122
5	Callum Cree	807
6	Daniel McCanney	720



The Watson Brothers go head-to-head at Culham



Albie Wilkie's a tip for the top



Luke Newman misses out on the BW championship

Senior champ Aaron Jenner

THE REVVER!

ANT AIMS TO STEP IT UP IN 2010

DBR likes to give credit where credit's due and one of the UK's up-and-coming riders – Anthony Reville – is one nipper who deserves a little recognition. After finishing runner-up in the British Masters championship last season, Anthony really stepped up his game for his first year on a big bike in the Red Bull Elite Youth Cup series in 2009.

Ant's year didn't start off so well on his TRM-backed CRF250R but the 15-year-old turned his season around against some of the fastest 14 to 17-year-olds in the country – mostly riding on 250 two-strokes – to finish third in the championship and win the overall at the final round in Culham.

"It's been a tough challenge for me this year," says Anthony. "I trained hard all winter by going over to France and Belgium to get used to the new bike and I decided to focus on one main championship for this season which has certainly tested me.

"It's just got better and better, despite a big crash at the second to last round. I worked hard and was able to take my first overall win at the final event. I'm now looking forward to my second year on the bigger bike in 2010 when I hope we can step up to go on and achieve bigger things."

Anthony's ability has been recognised by the likes of Fox racing, Honda UK and Motul although he's currently a privateer family-run rider with no real team support. The Lincolnshire lad is planning to step his game up even further in 2010 by entering the U21s series or maybe MCF's Elite Open class and the ultra-competitive British Maxxis MX2 championship with the possibility of a few EMX-2 races thrown in to help with his learning.

For his young age Anthony is a big lad with a hunger for big things and is definitely one to keep an eye out for.

FOURKINGS!

BSMA CHAMPS CROWNED AT STRATFORD

Conrad Mewse, Liam Knight, Jay Thomas and Aaron Jenner are the fantastic four collecting the BSMA's winning laurels following the final set of races of the '09 season held at Stratford.

Starting at the top and working down, congratulations firstly go to Aaron. Despite only finishing three out of the final five races he'd secured enough points throughout the rest of the series to be heading off home with a well-deserved national title tucked under his arm. It was Jansen Day who won the weekend battle and secured the championship runner-up berth as he just edged out David Sweet.

In the BW class Alex Meadows dominated totally, yet again carding all five race wins as the tightest national finish of the year went down to the final race of the year. But at the final count and following a pulsating set of races Jay won it by just nine points from Luke Newman and 14 points ahead of third-placed Jack Gardner.

Liam underlined his superiority and class in the SW section, winning four more races that wrapped up his weekend

challenge quite nicely and at the same time delivered for him BSMA national title #2. Curtis Blamey was delighted to get his hands on the silver medal as Danny Lanfear picked up the missing race win. Danny finished the season off in sixth place but he will be looking for better returns next term following an injury-disrupted '09 season.

In many ways the best performance of the weekend came in the Junior 65cc class but curiously enough it didn't belong to Conrad Mewse. Although Conrad went out in true champion's style – producing yet another flawless clean sweep to claim his third national title of the year – it was young Albie Wilkie who put his name firmly in the frame. With four second place finishes behind Conrad while getting the better of David Keet and Jake Deacon, Albie has clearly signalled his intent.

In only his second year of racing and first season of nationals Albie has been rapidly on the move upwards and is showing all the signs of being a champion himself next time around.

FINAL STANDINGS

JUNIOR 65cc

1	Conrad Mewse	1121 points
2	Jake Deacon	1065
3	David Keet	1003
4	Albie Wilkie	924
5	Dion Lewis	844
6	Jake Curtis-Stevens	823

SW85cc

1	Liam Knight	1103 points
2	Curtis Blamey	1029
3	Ben Beadle	924
4	Greg Evans	874
5	Rob Holyoake	866
6	Danny Lanfear	838

BW85cc

1	Jay Thomas	954 points
2	Luke Newman	945
3	Jack Gardner	940
4	Rickie Roderick	877
5	Alex Meadows	864
6	Karl Haycock	854

SENIORS

1	Aaron Jenner	1083 points
2	Jansen Day	1055
3	David Sweet	1050
4	Alex Hussey	979
5	Scott Bates	939
6	Piers Skinner	837





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With a brand new set of autumn youth champions already polishing their '09 silverware it's a good time to start pondering just who it might be blowing the doors off the national hinges come next spring. And right now, following a few months of fully switched-on performances that have elevated him to the very top of the potential champs list, Liam Garland is looking bang on course for a stellar 2010 campaign.

At the conclusion of the '08 season Liam had done really well to finish as the runner-up in the EYC SW section behind champion James Dunn. Flying the Katoom flag and at the time being firmly rooted in the stroker camp, the original plan was to go orange again in his debut BW season. All of that changed however sometime last February when a real 'I must have a four-banger moment' happened during a week of testing down in Spain.

Liam and the family met up with Aaron Pipon and they witnessed first hand just how rapid the Honda CRF machinery was in comparison to their orange box of tricks. Running on a tight budget and with Liam steering a two-year-old four-stroke, the '09 season got off to a solid if unspectacular start. The little-used Honda fitted the bill nicely early doors and Liam was able to hold his own on the fringe of the top 10 in the BW nationals but the very best was yet to come.

Once the '07 machine began to falter and Liam got his hands on a brand-new but stock MX Zone CRF150 the party really got started. Instantly Liam looked right on the money and began to smash it week-in, week-out as dad Dave explains.

LATEBLOOMER!

AFTER STARTING OUT ON A TWO-YEAR-OLD BIKE, LIAM GARLAND BLOSSOMED WHEN MX ZONE RODE TO THE RESCUE...

"We immediately saw a major improvement in results at round five of the EYC, finishing fifth overall and narrowly missing out on a race win. This was then followed up with fourth overall at Canada Heights, including the highlight of the year – a start-to-finish race win with the next four places being filled by the top four in the series, all within 10 seconds of Liam.

"We finished off the series with third overall at Culham with five top five finishes, including runner-up to Nathan Watson in the last race of the year giving us seventh overall for the championship. A couple of wildcard rides at the BYMX also resulted in top five finishes with another highlight being to catch, pass and beat this year's BYMX champion Ryan Houghton at Foxhill as well as three race wins at the end of season BSMA Team Event at Bromyard."

With the second half of the season panning out in that fashion – and considering that Liam has generally been up against older and more experienced rivals – it's little wonder he has caught the eye big time. His end-of-term success is not simply down to the new machinery however – quality time spent in the gym with fitness coach James and training partner Ryan Monckton has also been key.

That particular regime will be an important part of his winter prep along with bike time shared between the British SX championships, Dunkirk, Wilden Lane, Apex and Mepal plus Spain again if finances allow.

Rage caught up with Dave and Liam just after Culham for a quick Q&A...

RAGE: Liam's performances have been impressive since mid-season – how do you plan to keep it all rolling from here?

DAVE: "For 2010 we have been offered a ride on an MX Zone CRF150 and will be spending the winter months dialling it in under the watchful eye of 'Doctor G' Matt Greenland [owner of MX Zone]. We have also secured help from Fly clothing, Smith goggles, Pro Clean and RaceFX but if anyone else can help in any way we would really appreciate it."

RAGE: You have had an impressive year for sure but who has impressed you the most as youth rider of the year and why? Also, who would you tell us to look out for next term?

LIAM: "For me it was Nathan Watson – he has been head and shoulders above the rest this season. His lightning lap times look like a match for the top five 250F riders and he never looks out of control, he has been awesome. One rider to keep an eye out for next year will be Jack Eldridge – he has a big heart like me and always gives 100 per cent. I think he could surprise a few people next year in the big wheels."

RAGE: If you could make one rule to improve youth motocross what would it be?

LIAM: "I would love to see a Stock class and a Modified class for each group. Although

motocross is 95 per cent rider and five per cent bike sometimes the five per cent is the difference between winning and losing. And a clear rule so we know exactly what we have to do at the start of each season to get in the ACU Academy."

RAGE: What are the championship goals for 2010?

LIAM: "To win the Elite Youth Cup, BYMX and BSMA titles. I can see my biggest competition coming from James Harrison, Ben Watson, Ben Howell and Jordan Godwin as well as Connor Clarke who looked really strong towards the end of the year. And I would love to have a crack at some of the Dutch championship rounds too if possible."

RAGE: Finally, who apart from dad and the family would you like to thank? And what are you looking forward to most next year?

LIAM: "Please thank RaceFX, MX Zone, LRS, Smith goggles, Farlei Freight, Brown Properties, Romwy Garden Machinery, Golden Tyre, Pro Clean and a big shout to Chris Marsh for all the help this year. The big one for me next year will be all the MCF rounds – running with the Pro Nationals it's going to be the best ever."

Prospective sponsors can contact Team Garland at dave.garland24@yahoo.co.uk



GOT A STORY FOR RAGE?

Then contact our Youth Editor Mike Gurney at mikegurney55@yahoo.co.uk

WIZARD OF OZ?

NOT QUITE – BILLY'S ONLY MADE IT TO THAILAND SO FAR – BUT WHEN HE EVENTUALLY GETS THERE HE'S LOOKING FORWARD TO EMBRACING THE AUSTRALIAN DREAM...

Words and pictures by **Billy MacKenzie**

Well, I've picked up the pen ladies and gentlemen and I'm halfway to Oz and having an awesome time in Thailand right now! I've been here for about two-and-a-half weeks with my girlfriend Harriet and her friend Kendal and my best bud Doogie.

It's been awesome – really, really awesome. We've lost track of time and days, waking up when we want, eating and sleeping when we want and if we ain't doing that we are normally chilling on the beach or at some crazy party down the beach or in the jungle! We have met loads of really cool people – people I would normally never have spoken to because of the motocross bubble world. A couple of memorable characters who we will be seeing until we leave are Sammy and Rob. They have a bar down the main strip of street before you arrive on the Full Moon Beach called the 'Triple Secret Club'.

While watching the sunrise we got talking about our parents. I talked a lot about my dad – not in any offensive manner of course but I did mention the fact he has a moustache. That became the main joke of the hours we spent down the beach and eventually I told a story of Big Bill telling me to 'get oot ma hoose' after I had a full-blown argument over a Flexifit Fox cap.

Now picture this – I'm 25, Stevie is 22 and I came home for a couple of weeks before Duns to train with Bry and catch up with buddies. Dougan was with me for the trip and witnessed the argument from the other room. Stevie woke up and decided to put my nice Flexifit Fox hat on for the day. I didn't mind cos brothers do that but I could tell he liked it, liked it a lot. Now many of you – like Big Bill – will be thinking I get millions of these Flexifit Fox caps but I don't! I get the ghetto flat peak over the ears style that I hate! Now Stevie is welcome to any of these straight peaks but I wear my Flexifit for training cos I sweat a lot. It was my only one! So when me and Stevie started arguing about it in the living room I was trying to be diplomatic and tell him next time a Flexifit came along he could have it but he wanted it and that was it. So he told on me to my dad! So dad kicked off, foamed at the mouth and told me to 'get oot ma hoose'!

Another thing worth mentioning is the place we are now staying on a secret beach four miles round from the Full Moon Beach. It's called the Sanctuary and we've met a bunch of really lovely hippy style people. One who gets a special mention is Joe – he's the resident DJ at a bar about a mile into the jungle and when I found myself there one night his music was unreal so I made friends, swapped music and him and his wife are among the most genuine coolest people ever. The guy is actually a legend!

There's a few things I wanna get off my chest and since I'm gone now I don't really need to worry about burning any bridges, well not important ones anyway. Adam Duckworth and



This man is a legend!

Chussy at Moto Magazine can f**k off. Anyone who has read Moto in the recent months since these two have been involved will probably realise that I ain't too popular among that crowd, for reasons unknown to me. I guess if you ain't fully involved in the motocross scene you won't know these things but I'll tell you how it is – anything I ever have to say to either of them will be in a very sarcastic tone so read DBR for the truth dudes, you know I always tell it how it is!

I know from the Nations that my raw speed is still there and with the preparation starting only a month before I thought things came together pretty good considering. I led the qualifying race for a good five or six laps – I know this isn't important for a qualifying race but the speed was there against the likes of Chad and Tony so after a winter of training I won't seat bounce my face off the tank and crash!

It's gonna be a shame to leave the GPs behind in a way but this year with my injury and the pressure I haven't enjoyed turning up at the races, the tracks don't get me excited anymore either (apart from the Nations track, that was insane) and places like Czecho, Turkey and Mallory just ain't putting the fun in riding. I wanna enjoy riding my bike which is why we all started in the first place. Motocross is in my blood and will never disappear and I wanna keep the thrill of it with me for as long as I can.

Britain has been doing my head in for a while though to be honest. It's packed, the tracks are s**t, the weather is terrible and getting to Essex to practice takes about three hours round the M25. I just ain't having that s**t anymore. Australia is the way to go. I've had positive vibes about this whole thing from the start, I was just getting a lot of pressure from the people who

*Billy, Harriet and a
stunning Thai sunset*



have looked after me my whole career. I have had a tough year after putting everything into it and I don't feel like Lady Luck has given me my turn. I need to refresh my head, my ideas, my life and see where this path takes me.

I want nice loamy sand tracks on the East Coast of Australia, I wanna ride my bike down the street or cycle down the coast for three hours with a brand new group of cool people. People that I have never met. People that I can start off on the right foot with immediately. The Aussies are a cool nation and I wanna experience it. The guys I'll be involved with over there will be Troy Carroll and Kevin Titman. Kevin I have met through our mutual friend Craig Elwell of DEP and he is a real good lad and from what I've heard about Troy and after speaking on the phone a few times I'm looking forward to meeting them off the plane and

getting it all set up and going.

I wanna say a huge thanks to Steve Guttridge for putting my name forward for the ride. The Kawasaki team over there I feel is the best team and with a long and healthy relationship with Kawasaki it was nice to be invited back.

I also wanna say a huge, huge thanks to the whole CAS team especially Harry, Teasy and Neil. They shared everything with me this year, they knew exactly what was going on every day and understood the situation fully. The prep we done before the Nations was awesome and that's when I really started to think about staying. I was really part of the team, a team that works so well together with a good vibe and I'm sad to leave that behind. But as I said, there were a lot more things in this decision than that. And thanks to Honda especially who honoured our contract even with my injuries – it's been a true

pleasure working for you and I hope one day I can return and pay my debt to you. Same goes to Dobber and Kirk who I prepared with all winter long. I've said before in my other columns how amazing I felt coming back from America.

Dad, Bry, Stevie, family, Craig, Ash and my housemate for the year Fergo! Cheers for all the pork scratchings and brews brother, you are a true entrepreneur of cooking potatoes in the oven and grilled steak and chicken! Gonna miss you and the spiders mate but glad we have left that house and are both on to new and better things!

Last of all, I'd like to say a big thanks to Steve Dixon for believing in me and having good faith. I rode eight years for Steve so if anyone knows that I have the speed to do it, he does. And that's why I was there...

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FLUX Racewear: World's Fastest Hybrid

Developed with input from Chad Reed, our new Flux Racewear offers true hybrid performance by combining the durability of traditional gear and the cooling properties of vented gear into one unique product.

Flux gear sets new standards for innovative materials and construction with industry firsts like integrated TPU vent patches that offer more flexibility and lighter weight than traditional moto components. Sure this technology takes more effort to build and costs more than run of the mill components, but when you're building products that need to meet the demands of a rider like Chad, you pull out all the stops.

Check out a pair at your nearest shop and you'll see why Chad is winning races with a hybrid.





JAMES STEWART
CYK PANT & JERSEY
SEVEN GLOVE



DEALER	AREA	PHONE
ALLEN'S MOTORCYCLES	ALABAMA	01 453 554222
ALLEN'S MOTORCYCLES	ALABAMA	01 655 710000
ALLEN'S MOTORCYCLES	ALABAMA	01 225 892223
ALLEN'S MOTORCYCLES	ALABAMA	01 333 612500
ALLEN'S MOTORCYCLES	ALABAMA	01 333 612500
ALLEN'S MOTORCYCLES	ALABAMA	01 202 871 1122
ALLEN'S MOTORCYCLES	ALABAMA	01 761 433322
ALLEN'S MOTORCYCLES	ALABAMA	01 257 450640
ALLEN'S MOTORCYCLES	ALABAMA	01 604 299199
ALLEN'S MOTORCYCLES	ALABAMA	01 466 780766
ALLEN'S MOTORCYCLES	ALABAMA	02890 817000
ALLEN'S MOTORCYCLES	ALABAMA	01 726 8112018
ALLEN'S MOTORCYCLES	ALABAMA	01 406 422 400
ALLEN'S MOTORCYCLES	ALABAMA	1952 248844

DEALER	AREA	PHONE
ARMSTRONG TWINS	N. WALES	08448 158850
BEAUMONT	HAMPSHIRE	01189 700665
BEAUMONT	NOTTINGHAM	01502 666312
BELMONT	MANCHESTER	06456 121112
BELMONT	W. SUSSEX	01892 764438
BELMONT	W. YORKSHIRE	01756 792176
BELMONT	ESSEX	01279 451222
BELMONT	W. MIDDLESEX	01922 711996
BELMONT	W. MIDDLESEX	01792 431700
BELMONT	SCOTLAND	01413 303734
BELMONT	DERBYSHIRE	01568 615642
BELMONT	DERBYSHIRE	01303 331131
BELMONT	E. YORKSHIRE	01430 879885
BELMONT	CHESHIRE	01444 619665

The logo for the James Stewart Collection, featuring a stylized white outline of a bird or wing shape, with the text "JAMES STEWART COLLECTION" in a serif font and "JAMES STEWART" in a smaller font below it.